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Note.—All Steamboat Company's Steamers are fitted with Wireless.

DIARY OF LOCAL EVENTS.

TO-DAY.

(November 3.)

Election Day, U.S.A. Rotary Club Tiffin, Lane, Crawford's Restaurant, 1 p.m.

Meeting of the English Association, Helena May Institute, 5.30 p.m. Speaker: Mr. G. P. de Martin on "People Who Read And Write History."

Hockey: Radio Sports Club v. Police, Caroline Hill.

Queen's Theatre: "Song of the West."

World Theatre: "Peach Girl" (Chinese film).

Star Theatre: "It's a Great Life."

Central Theatre: "Submarine."

King's Theatre: "The Seas Beneath."

Majestic Theatre: "Discala."

Tea Dance at Hong Kong Hotel, Dinner Dances at Hong Kong Hotel and Peninsula Hotel.

Tides:—High at 12.53; Low at 9.58.

WEDNESDAY.

(November 4.)

Meeting of Licensing Board, Council Chambers, 2 p.m.

Meeting of Royal Hong Kong Yacht Club, 5.45 p.m.

Bridge and Mah Jongg Drive, Military Branch of M.O.L., at Helena May Institute.

Hockey:—Hong Kong Hockey Club v. Argyle (U.S.R.C. ground); Jats v. Radio Sports Club (Marina ground).

Queen's Theatre: "Song of the West."

World Theatre: "Peach Girl" (Chinese film).

Star Theatre: "Harmony at Home."

Central Theatre: "Submarine."

King's Theatre: "The Seas Beneath."

Majestic Theatre: "The Man I Love."

European Mail.—Outward: Europe via Siberia (Ulysses) 10.20 a.m.

Tea Dances at King's Restaurant and Hong Kong Hotel; Dinner Dances at Peninsula Hotel and Repulse Bay Hotel.

Tides:—High at 12.00 and 10.55.

THURSDAY.

(November 5.)

Guy Fawkes Day.

Queen's Theatre: "Harmony at Home."

World Theatre: "The Peach Girl" (Chinese picture).

Star Theatre: "Harmony at Home."

Central Theatre: "So This Is Paradise" (Chinese film).

King's Theatre: "The Seas Beneath."

Majestic Theatre: "The Man I Love."

Tea Dance at Hong Kong Hotel; Dinner Dances at Hong Kong Hotel and Peninsula Hotel.

"China" Exhibition, City Hall, 2 p.m. till 10 p.m.

Tides:—High at 3.34 and 7.29; Low at 11.43 and 4.28.

TIMOTHY'S FIRST TERM.

A TALE WITH A MORAL FOR ANXIOUS MOTHERS.

Letters from Mrs. Littlewise, of the Eaves, Carstairs-Road, Frimley, to E. G. Deskmorthy, Esq., Headmaster of Kennedy House School, Telcombe, Sussex: The Eaves, Carstairs-Road, Frimley, Sept. 23.

Dear Mr. Deskmorthy,—I am sorry to tell you that my little Timothy is not feeling very well this morning, and I am therefore keeping him till Monday. He has no temperature, but I think perhaps his nerves are upset. I think I told you he was always a delicate child. I am so anxious about him, going in among all those boys, and feel that, with his sensitive temperament, it is such an experiment. I am afraid of his individuality being crushed.

I enclose the prescription for his medicine, as ordered by the doctor. Please make him take it regularly—Yours sincerely,

LUCY LITTLEWISE.

From Mr. Deskmorthy to Mrs. Littlewise: Kennedy House, Telcombe, Sept. 24.

Dear Mrs. Littlewise,—I am sorry to hear that Timothy is not feeling fit, and hope he will be well on Monday. I quite appreciate your anxiety at the beginning of his education, and we shall of course give all attention to his development and health. I have handed the prescription to Miss Dosem, who will see that the doctor's orders are carried out.—Yours sincerely,

Ernest Deskmorthy.

From E. Blunt, Esq., to Mr. Deskmorthy: Hampshire Club, Frimley, Sept. 25.

Dear Deskmorthy,—My sister is not very fit, so I am bringing her boy down on Monday, arriving 3.15. Yours sincerely,

EDWARD BLUNT.

From Mr. Deskmorthy to Mrs. Littlewise: Kennedy House, Telcombe, Sept. 28.

Dear Mrs. Littlewise,—Timothy arrived safely in the care of Mr. Blunt to-day. He seems very fit. Miss Dosem tells me he has no football things. Small we get them for him?—Yours sincerely,

Ernest Deskmorthy.

From Timothy Littlewise to his Mother: Kennedy House, Telcombe, Oct. 11.

My Darling Mummy,—I hope you are quite well. I am in the second form all to in the second game for football there is a boy whose got one of the new portable wireless sets at home, I am learning Latin, we had sardines for breakfast this morning.

With love from Timothy.

(Continued on Page 2.)

ERNEST DESKMORTHY.

From Timothy Littlewise to his Mother: Kennedy House, Telcombe, Sept. 23.

My darling Mummy,—The engine that brot us hear was called the Eton, it can go as fast as the golden arrow.

with love from Timothy.

From Mrs. Littleworthy to Mr. Deskmorthy: The Eaves, Carstairs-Road, Frimley, Oct. 1.

Dear Mr. Deskmorthy,—I was so sorry I could not come yesterday, but I felt so upset, I could not bear it.

Yes, please order the football things. I had no idea they played their first term. I wonder if these rough team games are good for the soul? I feel it is a mistake to mould all boys to one pattern—Yours sincerely,

LUCY LITTLEWISE.

From Major Rushley to Mr. Deskmorthy: Grosvenor Hotel, S.W., Oct. 5.

Dear Deskmorthy,—We are off to India on Tuesday, and will be down for the week-end to see something of John. I suppose, in the circumstances, there is nothing against our taking him out on Sunday?—Yours sincerely,

D. RUSHLEY.

From Mr. Deskmorthy to Major Rushley: Kennedy House, Telcombe, Oct. 6.

Dear Rushley,—Yes, do come and take your boy out on Sunday. I am afraid you will find him a wounded hero. Our latest new boy, who is more vigorous than accurate, landed him a back on the shin in the game this afternoon—only a bruise, but rather painful.—Yours sincerely,

ERNEST DESKMORTHY.

From Timothy Littlewise to his Mother: Kennedy House, Telcombe, Oct. 11.

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With love from Timothy.

(Continued on Page 2.)

THE HONGKONG

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SPARKS FROM THE PLUGS

LUXURY CARS CHEAPER.

SOME 1932 MODELS AND PRICES.

A NEW DEVICE FOR "TESTING BRAKES."

Never before have motorists had the opportunity of buying so cheaply high-powered luxury carriages for the 1932 season. Catalogues of the leading high-class builders reveal astounding reductions in prices, while the new 1932 models provide many extras not formerly included in the standard price.

For example, throughout the period of motor development the Daimler Company has never deviated from the policy of building cars to win the approval of the most critical and exacting. Last year the 40-50 h.p. Daimler "Double-Six" limousine cost from £2,050 upwards. To-day the new 1932 model, with even better equipment, is listed at £1,750, a price reduction of £300.

While no new model is announced, it is important to note that the entire range of Daimler cars for 1932 has the famous Daimler fluid-flywheel transmission. The range consists of three twelve-cylinder models or "double-sixes"—the 40-50 h.p., the 30-40 h.p., and the 30 h.p., the last-named figure being the actual rating—and three six-cylinder cars, the 35 h.p., the 25-30 h.p., and the 10-20 h.p.

Eleven Daimler Models.

Each of these chassis is made in three standard lengths of wheelbase, so that the public now get a choice of 18 Daimler models according to the size of power unit and style of coachwork which they desire. Reductions in the price range from £100 to £300 according to models, yet at no time has such high value been given for their present low cost, whether on long, standard or short chassis.

Similarly the 30 h.p. "straight-eight" cylinder Lanchester chassis is reduced in price by £250, the saloon costing only £1,450.

Rolls-Royce, Limited, also announce that the price of their chassis will be reduced by £100 for both the long and short chassis of the 40-50 Phantom II, and by £135 for the 30-50 h.p. Rolls-Royce chassis. Complete Rolls-Royce carriages on the last-mentioned chassis, fitted with high-class saloon coachwork, now are obtainable from £1,555 upwards, in place of £1,690, the old price.

Statistics have made it abundantly clear that a very large percentage of motoring accidents are caused through faulty brakes. So serious has this become that in the United States of America an Act is in force which makes the periodic testing of brakes compulsory. Severe penalties are imposed where motor-vehicles are discovered with defective braking arrangements.

Our own regulations do not go so far. The new Roads Act requires only that brakes shall be maintained in good and efficient order, and be properly adjusted. No standard or recognizable degree of efficiency is stipulated.

New Safety Device.

Therefore it devolves on the motorist himself to look after his own safety. Probably the most important addition in recent years to the many appliances which make toward perfect braking is the new "G.E." Electric Brake Tester, manufactured by Joseph Bradbury and Sons Limited, at Brantree.

At garages and service stations where this new brake tester is installed, you simply drive your car on to a set of four platforms, which adjust themselves automatically to the different lengths of wheel base. You press your foot hard on the brake pedal, while a mechanic operates an electric switch. Immediately, figures on four electric dials—which are right in front of you—show accurately the extent of the brake resistance on each of the four wheels. All the troubles that make driving dangerous, such as unbalanced brakes, which cause skids; greasy linings; grabbing shoes, etc., are indicated clearly and positively.

DECARBONISING THE CAR.

WORKING OF WELL-TRIED AUTOMATIC DEVICE.

The "Decarbo" automatic decarbonizer which, with its refills, is of British manufacture, has been on the market for about two years, and is well known to the motoring public. A brief description of the manner in which this useful attachment performs its work will, however, doubtless prove of interest to car owners.

The device functions by introducing a gas by induction into the combustion chamber of a motor engine. The action of the Decarbo gas is both chemical and catalytic, slowly removing both graphite and amorphous carbon, some of which is expelled by mechanical action, and some, the result of chemical combination, through the exhaust. Decarbo gas is identical with a gas which is found in the atmosphere everywhere in varying percentages, these depending on the temperature, pressure, and electrical conditions.

When this gas is present in the atmosphere in sufficient quantity it accounts for the easy running condition of the motor, such as is usually associated with motor operation on cool, damp evenings, a condition with which most motorists will be familiar.

Beneficial Reaction.

Decarbo gas is not in the slightest degree harmful, as it has no detrimental effect on any metal inside the motor; on the contrary, it is claimed that this gas enhances chemical reaction, and is, therefore, beneficial. Microscopic examination of cylinders after running at varying speeds and temperatures has shown that pitting or corrosion is not present.

The Decarbo instrument, itself, is small, streamlined, made of highly polished bakelite, and about five inches long.

It can be attached to the outside of the car, either on the wing, bonnet board, or lamp bracket. A rubber tube is passed under the bonnet, and connected by means of a small threaded pipe directly into the inlet manifold where possible, or into the carburettor on the engine side of the flange.

In the case of twin carburettors, preheated water-jacketed or subdivided manifolds, a double connection is made by means of a "Y" pipe, but only one instrument is required.

Length of Life.

A Decarbo refill is required every 500 miles. In some cases, particularly on an engine which carbonizes rapidly due to very high rate of revolutions, compression, or excessive oil consumption, it is advisable in order to obtain the maximum benefit, to change the refills a little more frequently. In actual use, Decarbo should prove an economy—the cost of the refills being more than offset by the saving in petrol alone which is effected by better combustion and the constant cleanliness of the engine.

A Decarbo has, in fact, been subjected to a practical test by a member of the Staff of the London Morning Post, and found to be entirely satisfactory.

A complete outfit consisting of a decarbonizer and four refills costs only 30s. The price of the refills is 2s. each or six for 10s. 6d.

The manufacturers are Ragnall Stewart, Limited, 1, Newton Street, London, W.C. 2.

Twenty seconds' study of the dials will enable the mechanic to tell you exactly how many feet you will need to stop your car when travelling at any speed on any type of road surface. He can also grade your brakes into no fewer than six different classes, from Class "A" which means "commercially perfect," to Class "F," which signifies "Danger." A certificate is issued accordingly.

TIMOTHY'S FIRST TERM.

(Continued from Page 1.)

Copy of STRIFE issued to T. Littlewise, dated Oct. 12.

Offences (i) Failing to come in from the football field when ordered to do so three times.

(ii) Throwing bread during tea.

From Mrs. Littlewise to her son.

The Eaves, Carstairs Road, Frimley, Oct. 12.

My own darling Timothy—I do hope you are getting on all right.

You do not tell me very much in your letter.

Are you happy? Do any of the boys bully you?

I expect you are looking forward very much to half-term, when you will be allowed to see your poor mummy again, etc., etc.

From Mrs. Littlewise to Miss Dosem.

The Eaves, Carstairs Road, Frimley, Nov. 9.

Dear Miss Dosem—Excuse my writing to you directly, as I do not like bothering Mr. Deskworthy, but in the confusion of half-term I was unable to see you and go into details before I left this morning.

Is Timothy taking his medicine regularly? I think this is so important. And I meant to ask you about his dressing-gown. He had to go and fetch his overcoat from the dormitory, as he said he was using that, instead, and did not seem to know what had happened to his dressing-gown, which is a lovely warm jaeger one. Can you tell me something about this?—sincerely,

LUCY LITTLEWISE.

P.S.—Do the boys get enough air?

From Miss Dosem to Mrs. Littlewise.

Kennedy House, Telcombe, Nov. 10.

Dear Mrs. Littlewise—Thank you for your letter. Your boy is taking his medicine quite regularly, though I should here mention that, as he emptied nearly a whole bottle down the sink when he thought I was not looking, some extra expense has been caused. His dressing-gown is at present in the hands of Miss Johnson, the under-matron, who is endeavouring to rid the pockets of stickiness caused by sweets which he smuggled up to his dormitory.

An adequate number of windows is always open, and your son has ensured a further supply of night oxygen by breaking a pane of glass with one of his house shoes.—Yours sincerely,

DOROTHY DOSEM.

Extracts from Report on T. Littlewise, Dec. 19th.

No. of boys

Subject form. Place. Remarks.

Latin..... 8 7 Intelligent; could have done better with more effort.—O. S.

French..... 8 6 Capable, but unruly.—P. B. F.

Mathematics 12 6 Has ability, but is given to horseplay.—N. H.

etc., etc.

General Report.—A promising start. He is, perhaps, a little irresponsible, but this seems to show no more than high spirits, and his energetic need only a slight readjustment of direction.

Ernest Deskworthy, Headmaster. Extracts from accounts.

Extra charges: Mending of case of glass..... 1 3

Cleaning of J. L. Smith's trousers (splashed with ink) 1 6

Repairs to chairs broken in dormitory..... 8

Electric bulb (broken with a pillow)..... 4 0

(Continued at foot of next column.)

BRITISH CARS TRIUMPH.

GREAT WIN IN 500 MILES DUEL.

FOREIGN RIVALS DROP OUT.

Great Britain achieved a triumph at Brooklands by winning the 500 miles motor race organised by the British Racing Drivers Club.

This is one of the few big motor events which is open to any kind of car, but the racing "freaks" were unable to maintain the crackling pace, and all the honours went to vehicles which had a close affinity to standard sports cars.

There was a remarkable number of retirements, and only seven of the forty starters completed the distance. All seven cars which finished were British. Ten of their rivals had come from France, Italy, or Germany.

The race was won by Jack Dunlop and Cyril Paul, piloting Mr. Woolf Barnato's big Bentley, and by their success they gained for Britain the honour of running the fastest motor race in the world, their average speed being 118.39 m.p.h.

Prince George's Interest.

Prince George and several delegates to the Indian Round Table Conference, including some of the ruling Princes, witnessed the event, which was attended by one of the largest crowds seen at Brooklands.

Second place was secured by Brian Lewis and A. O. Saunders-Davies, who averaged 112.83 m.p.h. in A. W. Fox's Talbot.

After almost invariable success in the previous big races this year the "babies," despite their allowance under the handicap, had but a small share of the honours, but E. R. Hall put up a remarkable performance, driving his M.G. Midget into third place unassisted at 92.17 m.p.h. while the M.G. trio, of which Hall was a member, secured the team award.

Sir Malcolm Campbell and the spectators had one disappointment, for the holder of the world's record was unable to show his skill. C. S. Staniland, the airman, car driver, and motor cyclist, took the first spell in Sir Malcolm's streamlined blue Riley, but after six laps the flywheel worked loose and the car had to be withdrawn.

The pace was so fast that only one-third of the entrants remained in the race at 2 p.m., and mainly had to extend the carpark to deal with the number of retired machines.

Sir Henry Birkin was delayed by loose electric wires and later pulled in with his front tyre in ribbons.

Dunlop, who was assisted in the task of piloting the big Bentley by Cyril Paul, had a handicap time of 5 hours 32min. 13sec., and an average speed of 118.39 m.p.h.

The Talbot-filled second place in 5hr. 38min. 28sec., at a speed of 112.83 m.p.h. This car put up a remarkable performance, for it stopped only once during the whole race—a visit to the pits for replenishment at 143 laps.

From Mr. Deskworthy to Mrs. Littlewise.

Kennedy House, Telcombe, Dec. 22.

Dear Mrs. Littlewise—Enclosed are Timothy's report and accounts for the term.

As you will see, he has done quite well. That he is no ordinary boy, we all fully recognise, and considerable allowance is naturally made for one of his spirit and high conscientiousness.

I am happy to say that we have seen no sign either of his natural instinctive suffering from rheumatism or of his separate personality becoming merged in the mass, as you feared at one time.

We shall always watch his progress with the greatest interest.—Yours sincerely,

E. ARNOLD DESKORTHY

(G. D. Martineau in the London Morning Post.)

DAIMLER FLUID FLYWHEEL.

REMARKABLE INNOVATION DESCRIBED.

GEAR CHANGING DIFFICULTIES ABOLISHED.

A recent invention of special interest to motorists is that of the Daimler Fluid Flywheel Transmission. This ingenious device, which was first brought before the motoring public in the spring of 1930, constitutes a revolutionary improvement in motor-car transmission systems.

The purpose of this invention is to provide an improved combination of hydraulic power transmission mechanism with variable speed gearing, and, briefly described, consists of a special hydraulic coupling and an epicyclic gear-box located between the engine and the driving wheels of a vehicle.

The hydraulic coupling, or fluid flywheel, takes the place of the ordinary friction clutch usually found behind the engine. There is, in fact, no clutch. The fluid flywheel is self-contained, and has only two parts viz.:

(1) The Driving Member.—This is integral with the outer casing of the flywheel, which is bolted to the engine shaft. Upon its inner surface is formed a series of cup-shaped pockets (or cells) separated by radial webs.

(2) The Driven Member.—This is within the driving member, but separated from the latter by a small gap, so that the driven member may be free to rotate. On this member also are formed similar pockets and webs. It is keyed to the gearbox driving shaft.

Oil Circulation.

The fluid flywheel is nearly full of ordinary engine lubricating oil, and it transmits power in the following manner. Assuming the car

to be stationary and the engine started, the rotation of the driving member by the engine causes the oil in its cells to flow towards their outside periphery. From here, as the driven member is yet stationary, the oil flows past the outside periphery of its cells, through them, and past their inside periphery to the inside periphery of the driving member cells, and from there back again to their outside periphery.

In other words, the oil starts on a circulatory motion between the cells of the driving and driven members. In passing from the webs of the driving member, the oil is retarded in velocity, and, therefore, releases kinetic energy, which acts the driven member in motion. Since, even when the driven member has attained full speed, the load on it causes it to lag behind the driving member, the centrifugal forces in the latter are always larger than those in the driven member, so that the circulatory motion of the oil, and therefore the transmission of power from one to the other, is always kept up.

At ordinary speeds the oil needs but little retardation to develop the required driving torque, hence the lag, or "slip," between the driving and the driven members is insignificant. At low engine speeds, however, the "slip" can become 100 per cent. at full torque, thus providing the condition that the engine can develop full torque in gear without moving the car. This occurs at about 600 r.p.m. When the throttle is opened, however, the "slip" falls off exceedingly rapidly but smoothly, and as soon as the car is travelling at a normal speed the "slip" is of the order of 2 per cent. only. In other words, the efficiency of the fluid flywheel is 98 per cent.—equal to the efficiency of a very good rear axle or gearbox even on top gear.

The other part of the Daimler Fluid Flywheel Transmission as applied to Daimler cars, consists of an epicyclic gearbox of the pre-selector self-changing type. A small lever called the "pre-selector

lever" is fitted just below the steering wheel, instantly accessible to the driver's fingers. The driver merely moves this lever along its quadrant, and then depresses and releases the left-hand pedal, which is called the gear engaging pedal; the desired gear then instantly and automatically engages, without noise or shock. Furthermore, the speed at which the car may be travelling does not affect the matter in any way. The fluid flywheel automatically enables the gears in the gearbox to assume their new relative speeds, without jar and the gearbox is silent on all gears.

Remarkably Smooth Acceleration.

When the driver desires to stop all he needs to do is to apply the brake, when the car comes gently to a standstill with the engine ticking over, the car still being in gear. To move off the driver merely releases the brake and depresses the accelerator. The resultant acceleration—whether on top or any of the lower gears—is characterised by a remarkable smoothness.

While this transmission thus enables traffic in ordinary city streets to be negotiated on top gear, the lower gears are definitely provided to be used whenever desired rather than under compulsion at the last moment. The pre-selector lever enables the driver to have a lower gear already selected before it is actually required, so that on approaching a steep hill, or when getting away with maximum acceleration from a traffic block, a quick motion of the left foot is all that is necessary to engage the gear.

The absence of worry and fatigue in gear changing makes for safer and pleasanter motoring, and, owing to its superiority over the ordinary type of clutch and gearbox, the Daimler fluid flywheel transmission will doubtless be applied to many makes of car.

The system has already been applied to motor omnibuses with benefit to drivers and passengers alike; the ordinary performance of gear changing with its too frequently accompanying shock and irritating noise being by this means eliminated.

It is claimed that in many cities where motor omnibuses are replacing tramways it has been found possible with the Daimler Fluid Flywheel Transmission to transfer tramcar drivers to motor buses with hardly any additional tuition.

NOW HERE

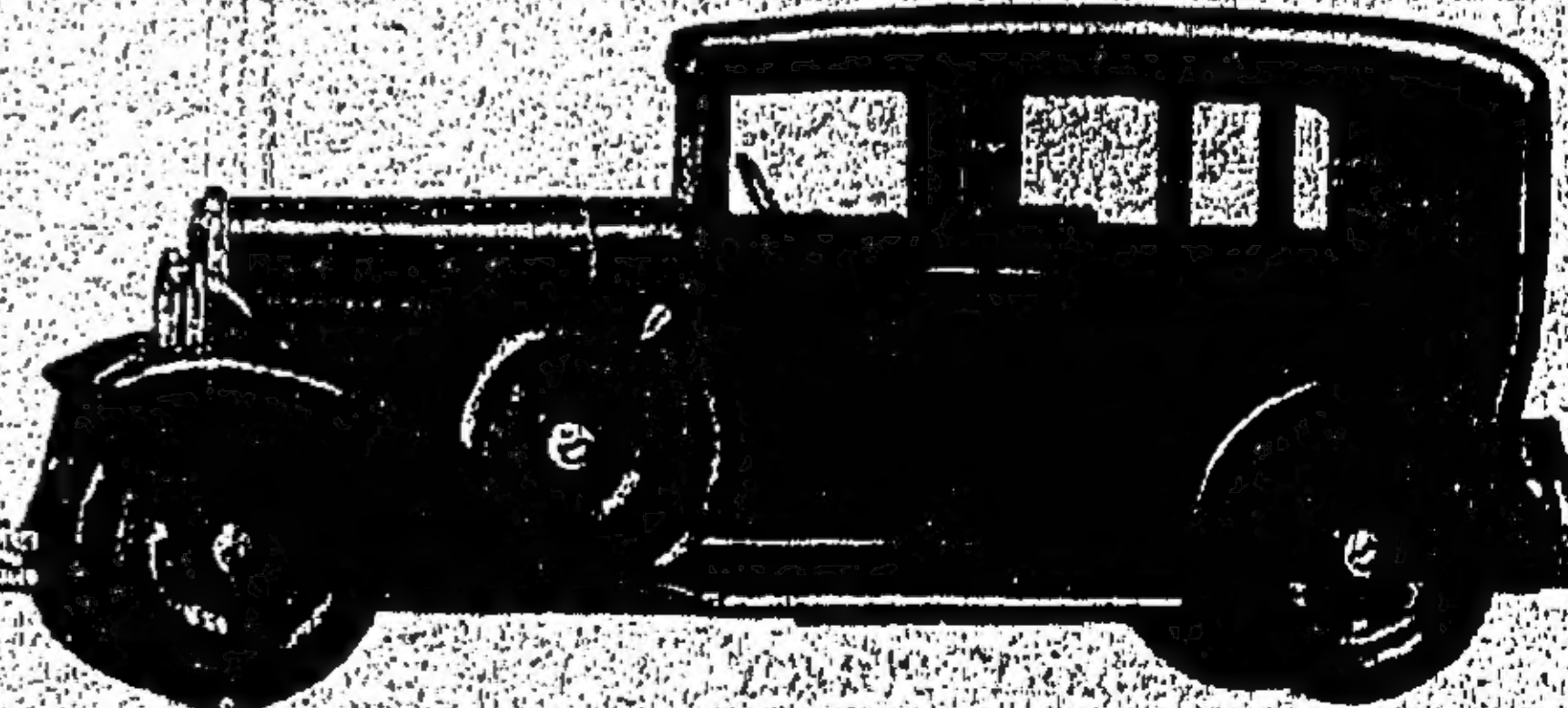
FIAT 522C

6-Cylinders.

MODEL "522 C" is the medium powered car which, although widely accessible on account of its low price and running costs, embodies the most modern features and the most valuable improvements.

Most brilliant on hills and in acceleration, thanks to the generous power of the engine. FAST—over 100 Kms. (62 miles) an hour. Stable and sure on any kind of road both because of the remarkably low frame and the use of hydraulic brakes. Easy to drive with new silent gear box with special engagement for high gears.

It is the ideal "Six" for the motorist who likes habitually to maintain high averages.



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MOTOR-LORRY MARVEL.

TELEPHONE FROM FRONT TO BACK.

The world's largest motor-lorry carried the world's largest girder through the streets of London on Sunday, October 18.

The lorry left Marylebone goods station with the 98-ton girder at 7 a.m. on a journey to Marble Arch, travelling at the rate of 1 1/2 miles an hour. The girder was part of the new Cumberland-place Hotel which is being erected opposite the Marble Arch.

A Day to Load.

When the girder arrived by rail from Middlesbrough it took a day to load it on to the lorry. For another day Cumberland-place was closed to traffic while a turntable was built on the road to swing the girder into position in the building.

Here are some facts about the wonder-lorry:

It cost nearly £3,000 to build. It has seven joints, so that it can turn round corners more easily.

It has 30 wheels on which are \$250 worth of rubber tyres. There is steering back and front.

(Continued on next column.)

THE BUMP OF SAFETY.

DUKE OUTWITS THE ROAD HOG.

An ingenious method has been adopted by the Duke of Marlborough to stop dangerous driving by motorists on the 20 or more miles of roads through the grounds of Blenheim Palace, Woodstock, Oxfordshire.

The grounds, which, with the Palace, were a gift from the country to the Duke's famous ancestor after the Battle of Blenheim, were thrown open to the public by the present Duke.

The speed at which motorists went through the grounds became a source of danger to other visitors and "Go slow" notices erected by the Duke did not have the desired effect.

Now, on his instructions, sharp bumps have been built on the straight stretches of roads—bumps which are easily negotiated at reasonable speed but are calculated to give a sharp jolt to any "road hog."

and a telephone, by which the driver at the front talks to his mate at the back.

On bottom gear its speed is 11 m.p.h. Petrol consumption is less than one mile to the gallon.

KEEPING A CAR UP TO THE MARK.

AIDS TO EFFICIENCY.

ECONOMY IN OIL IS FALSE ECONOMY.

Motor-cars are so reliable to-day that there is no need for the owner-driver to possess much technical knowledge. Even the non-technical owner-driver, however, will derive greater pleasure from his motoring, because it will be more economical and more efficient, if he carries out certain duties at regular intervals. The modern car will run for many months if nothing more be done to it than to fill up with petrol, replenish the oil in the engine, see to the water level in the radiator, and pump up the tyres now and again. But there is bound to be a gradual falling off in efficiency if nothing more be done.

The most important duty is the lubrication of the engine. Not only is it essential to test the oil-level very time before taking the car on the road, adding what is needed to bring it to the maximum mark on the dipper rod, but frequent renewal of the oil plays a very important part in the maintenance of engine efficiency. A good oil of the right grade for the time of the year—unless an all-the-year-round oil be employed—will not lose its lubricating properties during two or three thousand miles' running. But as it circulates through the engine it collects a considerable quantity of dust, metal particles, and carbon. It is for this reason, even though an oil filter be used in the lubricating system, that the oil should always be drained out after 1,500 to 2,000 miles. After draining—this should be done when the engine parts are still warm after a paraffin, should be poured in and the starting handle used for a trip—a little thin oil, but not dozen or more turns. This cleans the bearings of their dirty oil content and makes for more satisfactory running. The importance of using a high-grade oil is emphasised. Such an oil is only very little dearer than an inferior grade, while the difference its use makes in the efficiency of the engine is most marked.

Simple Adjustments.

Many adjustments which become necessary from time to time should not be attempted by the non-technical owner-driver. The cost of having the brakes tested and adjusted by an expert with the proper equipment is only slight, while the same is true of the clutch and many other parts. It is suggested, however, that the owner-driver should test the clearance between the valve stems and tappet heads, between the points of the plugs, and between the platinum points of the contact-breaker. These are all straightforward, simple adjustments, and occupy only a few minutes.

Engine efficiency is affected considerably by the clearance between the valve stems and tappet heads. If this be too great the valves open late and close early, with the result that a full charge of firing mixture is not taken into the cylinder. If too small the valves do not close perfectly, so that some of the firing mixture when undergoing compression escapes. The clearance should be tested with a feeler gauge, and if incorrect, according to the car-maker's instruction book, it should be reset.

The plugs are subjected to a very high temperature, and in time the metal of the electrodes or points wears away. This gives a wider gap over which the spark must jump, and if too wide the efficiency of the engine is sadly impaired. The exact gap varies a little, but that advised by the car-maker or the plug-maker should be adopted. The plug should be cleaned, any soot or carbon deposit being scraped off, and the gap should be tested with a feeler gauge and reset by bending the points attached to the plug-body.

The contact-breaker can be removed quite easily and should be tested, again with a feeler gauge, and reset by loosening the lock-nut, screwing the platinum farther in or out, and finally tightening the lock-nut. A further duty which makes a considerable difference to the running of the engine (Continued on next column.)

MORRIS CARS ABROAD.

TRIP ACROSS SINAI PENINSULA.

The Assistant Inspector-General of the Egyptian Army, General Palmer Pasha, D.S.O., made early in the year a trip across the Sinai Peninsula in a 14/32 h.p. 1931 Morris-Cowley touring model taken from stock, and his report on the car's behaviour to the Morris Distributors for Egypt, the Cairo Motor Company, was as follows:

Conditions were very severe. The roads involved long stretches of rough solid rock, during which the car was continually jarred through every part of chassis and body. There were also steep slopes with loose and fixed rocks intermingled, giving back and often dangerous going. Very steep ascents across washed-out khors or nullahs were very trying to springs and chassis. The car at times was working inclined at 30 degrees from the vertical. On the Mitla Pass the drift sand was soft and deep on the eastern slopes for distances up to 100 yards at a time. Returning westwards these slopes were against the collar, and formed serious obstacles. The car ran comfortably on top gear, without fuss or difficulty, at continuous speeds of 16 to 20 kilometres an hour, picking up from almost a standstill to full running in 50 yards. The gear movements were singularly easy at all speeds, and noiseless. She answered readily to proper manipulations of the spark, and this proved a very important factor in her performance. On the return journey, when better run in, she ran comfortably on good going at between 40 and 50 kilometres an hour. The car was not tried at higher rates. The car did this trip with three passengers and some kit over a distance of 584 miles, using 23 gallons of petrol and half a gallon of Shell oil, and returned in good condition.

as a whole is the condition of the high-tension leads—the insulated wires which lead from the distributor on the magneto or coil to the plugs. The terminals should be kept perfectly clean, while they must be tightened up securely so that a good electrical contact is secured.

Tyres.

Tyre pressure has a direct bearing on the economical and efficient running of the car. The majority of owner-drivers know that an under-inflated tyre never lasts so long as one which is maintained at the right pressure. The walls of the cover are strained unduly, while skidding is always more likely with a partially flat tyre. An over-inflated tyre, too, is expensive, for the car tends to bounce more from the road, the wheel spins, and is suddenly checked when it returns to the road surface again. Tyre pressure also affects fuel consumption and the general efficiency of the car. Unless the tyres be kept at the pressure recommended by the maker, read in accordance with the weight on each wheel at the time, driving is rendered less pleasant, the comfort of the car occupants is decreased, while the actual running costs for fuel and oil show an upward tendency. A reliable tyre pressure gauge should be a part of every owner-driver's equipment. The modern gauges are inexpensive and very easy to use. A rule should be made to test the pressure at least once a week. Two or three minutes is all that is needed to go round the four road wheels and the spare.

There should be no need to remind the owner-driver that the grease cups should be attended to regularly. The maker's directions should be carried out to the letter, for lack of lubricant decreases efficiency and increases wear and tear. All controls should be inspected now and again, oiled or greased as the case may be, and tightened up if there be any signs of undue play. One further point. The battery should be "topped up" when necessary. The acid solution should come an eighth of an inch or so above the top of the plates. Distilled water, and this alone, need be added to correct the level, unless any acid has been spilt, in which case the battery should be tested at a garage and fresh electrolyte added.

MOTOR TRADE RECOVERY.

REASSURING FIGURES: AMERICA'S DECLINE.

BRITAIN'S OPPORTUNITY.

Ten month's registration figures of new motor vehicles in the United Kingdom, just published by the Ministry of Transport, make pleasant reading in these days of waiting in business circles.

Notwithstanding all the disadvantages of inclement weather during many months, 129,544 new cars were registered during the ten months of the motor year ending July. This is only 4.4 per cent. down on the 1930 registrations for the same period. Further, the registration of goods-carrying new motor vehicles for the same period was 44,606, as compared with 45,365 in 1930, a fall of only 1.5 per cent. on the total for the same ten months of last year.

New hackney motor carriages registered for the ten months were 7,745, compared with 8,053 in 1930, a reduction of 3.8 per cent. This loss in sales can be attributed to the bad summer, yet it is partly counter-balanced by the actual increase in vehicles sold exempt from the Road Tax, such as fire engines, etc. These increased from 2,424 new vehicles registered in the ten months of 1930 to 2,574 new motors of this class registered in this period of this year.

Northern Ireland also helped to lessen the loss of sales in the United Kingdom, as 2,905 new cars, 902

goods vehicles, and 101 hackney motors were registered for the first time during these ten months, as compared with 2,499 cars, 833 goods motors, and 121 hackney carriages in 1930, an increase in the total number of vehicles actually sold of 155.

Home Industry's Test.

The British motor industry, therefore, sold for the ten months ending July 193,087 vehicles of all types in the British Isles, excluding the Irish Free State.

The net imports of motors into the United Kingdom during that ten months were only 1,790 cars and chassis, and 1,145 commercial motors.

Presuming that all these were sold, and that they are included in the total sales of new vehicles registered and running on the road, this leaves the British makers with a sale of 195,145 motors in England, Scotland, Wales, and Northern Ireland, a remarkable recovery in business, experienced by few other trades in England. Comparisons may be odious, but it is only by this means that a true appreciation of the successful endeavour of our British motor industry can be expressed.

For that reason, let us see how the American motor manufacturers have been treated by their customers. According to the figures recently published by the National Automobile Chamber of Commerce, U.S.A., the eight months' production of motors for this year is 27 per cent. under that of the 1930 corresponding period. The total given is 2,054,721 vehicles for the eight months of 1931, in 1930 the relative production was 2,819,116 automobiles.

For five consecutive months, Belgium has occupied the first position as a market for American passenger cars, importing about 40 per cent. more vehicles than the Union of South Africa, their next best customer. Denmark showed an increase in the number of its purchases of U.S. cars.

With the present rates of exchange, Great Britain has an opportunity to compete successfully with its rivals in both these European markets.

Free-Wheeling.

America seems to have adopted some means of giving free-wheeling in the cars which they propose offering to the public during 1932. Already it is a standard equipment on Auburn, Hupmobile, Lincoln, Pierce-Arrow, Plymouth, Peerless and Studebaker, and is optional for a small extra payment on the Chrysler Six, De Soto, Dodge, Duesenberg, De Vaux (the new American production), Essex, Graham, Hudson, Marmon, Nash, Willys-Overland, and Willys-Knight.

In many of these American cars the free-wheel arrangement—an enlarged form of the bicycle coaster hub—is fitted behind the gear-box and operated by a short control lever placed directly behind the standard gear-changing lever. It is claimed for this arrangement that the driver can thus throw the free-wheeling out of gear and so use the engine as a brake if so required.

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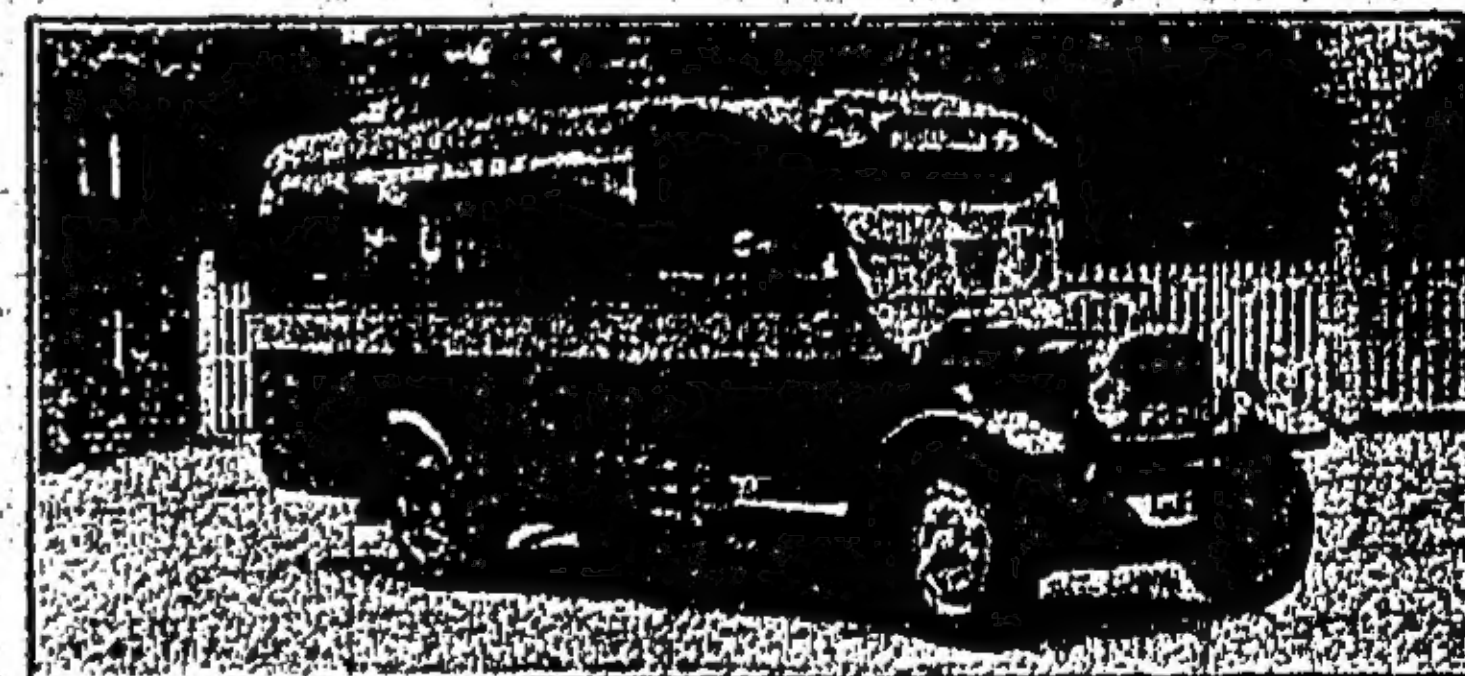
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COMMENCING AT 10.30 A.M.

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Comprising—

Teak Hatstand, Chesterfield Couch and Chairs, Tables, Teak Cabinet, Bookcase, Pictures, Ornaments, Carpet, Electric Fans, etc., etc.
Teak Dining Table, Teak Tables, Chairs, Sideboard, Crockery, Glass Ware, Cutlery, Linen, etc., etc.
Teak and Iron Bedsteads, Teak Wardrobe, Chests of Drawers, Dining Tables, Blankets, Bed Linen, Curtains, etc., etc.

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A QUANTITY OF BLACKWOOD FURNITURE

On View From TUESDAY, the 2nd NOVEMBER, 1931.

TERMS—CASH ON DELIVERY.

LAMMERT BROS., AUCTIONEERS.

LONDON STORE TO DISAPPEAR.

HARRODS BUY THE "CIVIL SERVICE."

PREMISES TO BE REBUILT.

London, Oct. 1.—Sir Woodman Burbidge, Managing Director of Harrods, Limited, has announced that the whole of the stock and goodwill of the Civil Service Co-operative Society, Limited, Haymarket, had been purchased by his firm.

Harrods are not taking over the premises, as these still belong to the Society, and will be demolished and, possibly, rebuilt as flats and offices.

The Civil Service Stores, which have been in the Haymarket for over 60 years, are to be closed on October 17 and the whole of the trade transferred to Brompton Road on Monday, October 19. The stock, amounting to over £100,000, will be transferred to Harrods during that week, in preparation for a special six days' sale immediately after the General Election. It is estimated that there will be 350,000 pantomime loads of goods to be moved.

The staff at the Haymarket Stores numbers about 300, and where possible Harrods are to find permanent positions for some of them, and hope to be able to engage many of the others for the Christmas trade.

The first directors of the Civil Service Co-operative Society were prominent people at the Admiralty, Exchequer, India Office, Customs, etc., and the capital originally was £5,000. The honorary directors had included the late Marquess of Salisbury, then Secretary for India, Tom Taylor, of literary fame, and Mr. Alston, a chief clerk of the Foreign Office.

Growth of Harrods.

In March, Harrods purchased the stock and goodwill of Shoobred's and took over their customers. The customers from the two firms will mean an addition of some 50,000 to 70,000 for Harrods, who now become one of the largest general stores under one direct control, with over 10,000 people in their employ. They already control Deans and Jones and D. H. Evans, and have a capital amounting to £2,215,000.

In an interview yesterday, Sir Woodman Burbidge remarked: "Amalgamation and mergers in this business are the only sure way to success. Are we going to become bigger? We live in hopes. We think we are only small at the moment."

He expressed the opinion that he had now reached the bottom of things, and that next year would show an improvement. There was a tendency to economise on the part of the buying public, but it is a National Government, were returned, he was convinced that confidence would return and far more money would be spent. Prospects of trade all depended, he considered, on the results of the Election.

LAMMERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions

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ON TUESDAY, NOV. 3, 1931
COMMENCING AT 10.30 A.M.

At No. 3, PATELL VILLAS, HANKOW ROAD, KOWLOON.

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

Comprising—

Teak Hatstand, Teak Dining Table, Dining Chairs, Dinner Waggon, Embroidered Pictures, Pictures, Curios, Ornaments, Mantel Clock, Crockery, Glass Ware, Electric Ceiling and Table Fans, Carpet, Carpet Runners, Curtains, Teak Ice Chest, etc.

Also

A QUANTITY OF BLACKWOOD FURNITURE

One Beautiful Taj Mahal Marble Model
One Enamel Bath
One Porcelain Wash Basin.

On View From MONDAY, the 2nd NOVEMBER, 1931.

TERMS—CASH ON DELIVERY.

LAMMERT BROS., AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by

PUBLIC AUCTION

ON FRIDAY, NOV. 6, 1931
COMMENCING AT 2.30 P.M.

At Their SALES ROOM, DUNDAS STREET.

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

Comprising—

Teak Hatstand, Chesterfield Couches and Armchairs, Curio Cabinet, Bookcases, Desks, Tables, Gramophones, Cabinets, Wall Clock, Oil Paintings, Embroidered Pictures, Brass and Bronze Ware, Ornaments, Carpets, Rugs, etc.

Also

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One Large Combination Safe "SAF-WALKER"

Four Enamelled Baths
Two Grand Pianos

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TERMS—CASH ON DELIVERY.

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GORGEOUS COSTUMES

(Prices as Usual)

BOOKING AT THE THEATRE.

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MOVIE NEWS

ON THE SCREEN IN HONG KONG.

Song of the West.

Itudolph Cameron, who plays the rôle of Singleton in "Song of the West," Warner Bros. all-natural colour, singing, talking, dancing picture, now at the Queen's Theatre, has had wide experience in the picture business.

He began making pictures for Vitaphone in 1916, and played leading rôle in nearly half a hundred of their productions. He then went into producing for himself, and his pictures found releases through most of the famous motion picture channels.

After the war he returned to his original profession, that of acting, and appeared in "Funny Face," and a number of other Arthur Hopkins and Edgar Selwyn Broadway hits.

He recently returned to pictures, playing an important rôle in "Coney Island" for OKR, which performance led to his being engaged for the important part in "Song of the West."

Cameron was born in Washington, D.C., and educated in the public schools there. He is an athlete, being especially fond of golf and horseback riding.

"The Seas Beneath."

The long arm of coincidence, stretches back thirteen years in connection with George O'Brien's newest Fox film, "The Seas Beneath," now attracting much attention at the King's Theatre.

In the summer of 1917 a newly-appointed company commander of a bunch of "boots" or rookie sailors, was passing the tents of the training station when he heard a voice raised in what he owner believed to be song. On challenging the singer, he was invited to come inside, and an immediate friendship sprang up between the two young men. The company commander was Larry Kent, and the vocalist was George O'Brien.

Meeting several times during the war, the pair lost track of each other after the armistice. Some years later O'Brien opened his door one morning at the Hollywood Athletic Club to reach for the paper, only to find that the occupant of the adjoining room was just picking it up. Recognition was instantaneous.

"What are you doing here?" asked O'Brien.

"I," said Kent proudly, "am in pictures. What are you doing?" "Just starting 'em," confessed O'Brien. As both players rapidly attained screen success they maintained the old friendship, but they never worked together until Director John Ford cast Kent for an important rôle in "The Seas Beneath." And then, ironically enough, it was O'Brien's cue to sing: "I've Got My Captain Working For Me Now," since Kent's rôle is that of the executive officer on the "mysteryship" that O'Brien commands. Marion Leasing has the feminine lead in the production, the first talkie of the Allied struggle against the U-boat menace.

"Submarine."

On the first day of the making of Columbia's "Submarine," now showing at the Central Theatre, Jack Holt sustained an injury to his wrist which made it impossible for him to apply his own make-up. The accident occurred during a cable brawl with several extras. Each man was anxious to make the comic realistic and during one of his punches, which landed on the head of an extra, Holt sprained his wrist. At first it was feared that the actor had fractured his arm and that the production would be delayed; but Holt insisted on working, although his doctor advised a few days rest. A compromise was made by providing a special make-up man for the star, who remained near him to take care of Holt's grease paint. The incident marks the first time in the actor's long and varied career that he has not made-up himself.

"Submarine" is filled with action, and many of the scenes taking place at the bottom of the sea. Dorothy Revier and Ralph Graves support the star under the direction of Frank C. Capra.

The Smiling Lieutenant.

Maurice Chevalier has made a very special place for himself in the affections of cinema goers, and it is good news indeed to hear that "The Smiling Lieutenant," which is acknowledged to be Paramount's best picture since The Love Parade, is coming to the King's Theatre.

The trailer now being shown gives one a few tantalizing glimpses, and the list of personnel of the film which we have just received is a further guarantee that the film will be well above the average. There is Chevalier himself to begin with. The direction was in the hands of Ernst Lubitsch, the music composed and arranged by Oscar Straus, while the lyrics are the work of Clifford Grey. The story, a fast moving tale of love, romance and humour, has been written by Ernst Vajda and Samson Raphaelson, and has for its colourful background post war Vienna and picturesque Middle Europe. Playing opposite to Chevalier is Claudette Colbert, a star in her own right, while Marion Hopkins, of Broadway fame, and Charlie Ruggles, a comedian who never fails to get his laugh, head supporting cast of New York stage stars. Not the least interesting item of news is that the copy of "The Smiling Lieutenant" which will be shown at the King's is a British version specially supplied by Paramount Films of China, for Hong Kong.

"Harmony Heaven."

That fine old legitimate actor, Aubrey Fitzgerald, who took to film work some years back, and who has been missed for some time, has a great little character part as "Suggs" the garrulous door keeper in the British International pictures film "Harmony Heaven"—directed by Thomas Bentley.

In old days, Aubrey always played the man about town, but he is just as happy as the "man in the box."

"Harmony Heaven," one of the latest British musical comedy films, will be shown at the Queen's Theatre from Thursday.

"Daddy Long Legs."

Finding orphans who really looked like orphans proved a very difficult job for Director Alfred Santell as he started filming "Daddy Long Legs," the Fox romance, starring Janet Gaynor and Warner Baxter which is coming soon to the Kings.

The opening scenes of the screen version of Jean Webster's famous story and stage production, shows Janet Gaynor, as a waif in the "John Grier Home," ministering to the needs of forty and more small children ranging from the age of six months to ten years. The children had to look anemic and undernourished to suit their rôle, but most of the children available through the official casting offices were healthy looking and well fed. In this dilemma, Santell sent out a general call, and for more than a week he and his two assistants interviewed all possible candidates before the necessary number of orphan-like youngsters could be secured.

"Daddy Long Legs" is being hailed by critics and public alike, wherever it is showing, as one of the best films in the history of the talking screen. Many say it marks the most heart stirring and genuine performance of Miss Gaynor's career, not excepting her unforgettable "Diane" in "7th Heaven," the silent film which lifted her overnight from comparative obscurity to the heights of stardom. Although her screen sweetheart, Charles Farrell, is missing from the picture, the producers have placed on the screen's most popular and capable actors in the rôle of "Doctors' Wives."

The cast which supports Miss Gaynor and Mr. Baxter is one of unusual talent, and includes such luminaries as Una Merkel and John Arledge.

AN EVERYDAY HERO AND HEROINE

As a distinct contrast to the film hero and heroine of the past, two everyday people—a window cleaner and a servant girl—are to be the hero and heroine of Anthony Asquith's next film production for R.I.P.

Written by Asquith and to be directed by him, "The Window Cleaner" will be a dramatic thriller in which a crook forms the link between two humble people and a rich family. A coming-out party will be one of the most important scenes in the film, and Asquith intends to show a society function in its really complete with unrecognised host and gate-crashers.

BRITISH FILMS BOOM.

SCHEME TO PUT THEM "ON TOP OF THE WORLD."

AUTOMATIC RELEASE PLAN.

"A move that will place British pictures on top of the world," was how Mr. C. M. Woolf described the million pounds' production scheme of the Gaumont-British Corporation, which will shortly come into operation.

The scheme provides for an output of 52 pictures a year, to be released to 2,000,000 patrons through the company's 350 theatres. In addition, it provides for the building up of British stars under long-term contracts enabling them to take an international place on the world's screens.

When necessary stars and directors will be secured from abroad.

Mr. Woolf, joint managing director of the Gaumont-British Corporation, who is associated with Mr. Mark Ostrer and Mr. Michael Balcon in the scheme, gave some striking figures to indicate the sensational rise of British films during the past year.

Eloquent Evidence.

Gross takings to date for the Gaumont-British and associated companies are as follows:—

"Bookery Book," £100,000.

"Splinters," £50,000.

"Flinders" (bookings to date) £70,000.

"On Approval" £70,000.

It is expected that "The Ghost Train" and "Hindle Wakes," just produced, will easily top £80,000 each.

The main centres of production, said Mr. Woolf, "will be at the £250,000 studios at Shepherd's Bush and at the Gainsborough Studios at Islington. These two mam-

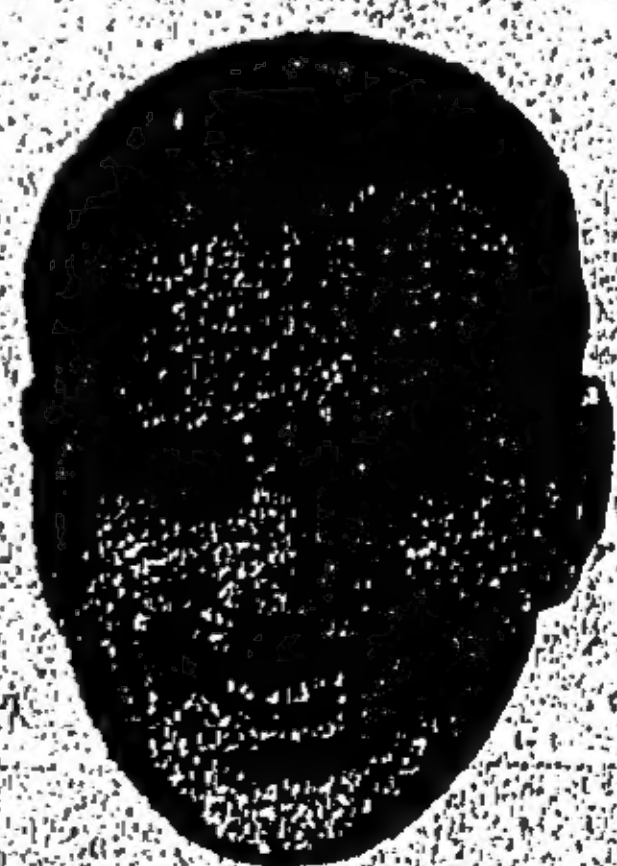
(Continued on next Column.)

PRINCE'S THEATRE

SHOWING TO-DAY

At 2.30, 7.15 and 9.15 p.m.

Special Matinee at 5.15 on Saturdays and Sundays



The "MARK OF ZORRO" starring the world renowned DOUGLAS FAIRBANKS

OTHER LOCAL ENTERTAINMENTS.

TODAY.

Ten Dances—Hong Kong Hotel.
Dinner Dances—Hong Kong and Peninsula Hotels.

WEDNESDAY.

Bridge and Mah Jongg Drive, Military Branch of M.O.L. at Helena May Institute, 5.30 p.m.
Tea Dances—King's Restaurant and Hong Kong Hotel.
Dinner Dances—Peninsula and Repulse Bay Hotels.

THURSDAY.

China Exhibition—City Hall.

FRIDAY.

China Exhibition—City Hall.

SATURDAY.

China Exhibition—City Hall.

SATURDAY, NOVEMBER 14.

"Dear Brutus"—A.D.C. Theatre Royal.

TUESDAY, NOVEMBER 17.

Practice dance for St. Andrew's Ball.
"Dear Brutus"—A.D.C. Theatre Royal.

THURSDAY, NOVEMBER 19.

Helena May Concert, 5.30 p.m.

TUESDAY, NOVEMBER 24.

Practice dance for St. Andrew's Ball.

FRIDAY, NOVEMBER 27.

St. Andrew's Ball.

moth studios will eventually become the outstanding centre of British film production.

More Theatres to Come.

Mr. Woolf added that aided by side with the production scheme the Gaumont-British Corporation would continue its theatre-building policy throughout the country on vigorous and ambitious lines.

A big new cinema, at Coventry was opened recently, and others are in hand at Streatham, Hammer-smith, Lewisham, Chelsea, and Wood Green.

The scheme relies on the American producer-distributor plan, the model for the world for its success. Automatic release is thus secured for the company's products.

BRITISH FILMS IN CANADA.

ACTION AGAINST AMERICAN COMBINE.

In an effort to protect British films in Canada, proceedings have been instituted against the United States controlled film combine with a view to securing the dissolution of the combine and allowing free competition among all producers and the unrestricted leasing of films by theatre owners in Canada.

The action, which is being brought by the Attorney-General of Ontario, in conjunction with the Attorney-Generals of the provinces of Saskatchewan, Alberta and British Columbia, is the outcome of the report of the Federal Royal Commission appointed in 1929 to investigate the alleged combine. The Commissioner, Mr. Peter White, found that film distribution in Canada was practically controlled by "United States interests, and that a virtual embargo was placed on British films.

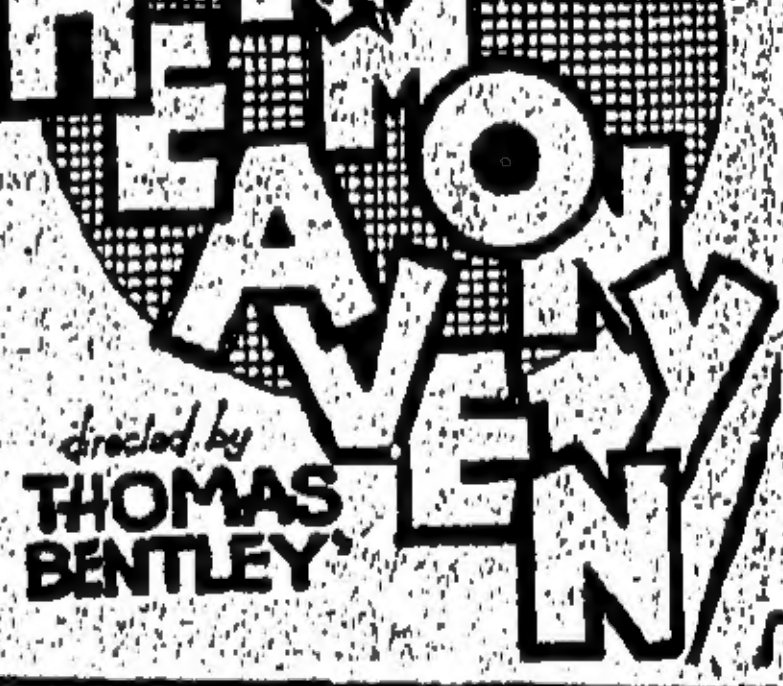
QUEEN'S THEATRE

TO-DAY & TO-MORROW
At 2.30, 5.10, 7.15 & 9.20



NEXT CHANGE

ANOTHER BRITISH SUGGEST



STAR

FINAL SHOWINGS TO-DAY
At 2.30, 5.20, 7.20 & 9.20.



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SAM WOOD production
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and EBBY RUBIN

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FURTHER LIST OF SUB-
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Previously acknowledged, \$2,489	
European Staff of A.P.C.	70
F. C. Jenkin	50
Harry Wickling & Co. and staff	50
Anonymous	25
Mr. H. K. Holmes	25
Noronha & Co.	25
Swedish Chinese Import and Export Co., Ltd. and staff	22
A. H. White	20
Anonymous	20
Banque de l'Indo-Chine	20
Bank of East Asia, Ltd.	20
D. Burlingham	20
Residents, Claremont Hotel	10
Staff of Hong Kong General Chamber of Commerce	15
Union Trading Co., Ltd. and staff	13
A. el Arculli	10
G. G. N. Tinson	10
Sir Joseph Kemp	10
Hon. Mr. C. G. Alabaster	10
E. H. P. Lang	10
R. Vaughan Fowler	10
A. V. Harvey	10
John Fleming	10
D. S. Robb	10
E. W. Hamilton	10
Capt. Hugh Williams	10
C. G. Perdue	10
Capt. and Mrs. Kearney	10
Staff of Kowloon Junior British School	10
Whiteway, Laidlaw & Co., Ltd.	10
Credit Foncier d'Extreme Orient	10
Nursing Staff, Kowloon Hospital	7
J. H. Morris	5
C. J. Duddell	5
J. R. Suiter	5
A. Murdoch	5
E. E. Aucott	5
A. Urquhart	5
A. J. P. Heard	5
A. C. Wilcox	5
W. Russell	5
P. J. Taylor	5
B. H. Church	5
R. V. Harris	5
L. D'Almeida e Castro, Jr.	5
J. M. Hall	5
H. V. Watson	5
E. S. White Smith	5
E. Hinesworth	5
T. M. Hazlerigg	5
Capt. M. Muir	5
A. J. Reed	5
A. Dixon	5
R. M. B. Lee	5
Residents, European Y.M.C.A.	5
Victoria Printing Press	5
The Manageress, Claremont Hotel	5
Anonymous	5
The Pharmacy	5
Chien Hsin Engineering Co.	5
Peninsula Hotel	5
Kingsclere Hotel	5
Mrs. Saunders	3
Tabaquera, Filipina	2
J. M. Dalziel	2
Leung Woon Sang	2
Anonymous	2
Cheung Kai Wang	1
Welcome & Co.	1
Total	\$3,175

POPPY DAY FUND.

FURTHER LIST OF SUBSCRIBERS.

Previously Acknowledged	\$3,007
Ex-Service Men's Association (1914-1918)	1,000
Ex-Service Men's Association (1914-1918)	50
Rt. Rev. C. R. Duppy	25
Mr. J. R. Ross	10
Mr. A. Rollin	10
Mr. P. P. J. Wodehouse	10
Total	\$5,012

HEALTH IN EASTERN PORTS.

The following health bulletin of eastern ports, for the week ended October 24, has been issued:—

Flague.	Cases.	Deaths.
Alexandria	1	0
Port Said	1	0
Bombay	1	0
Rangoon	5	1
Cholera.		
Basrah	38	7
Bombay	4	0
Canton	14	3
Rangoon	1	1
Greater Shanghai	6	4
Shanghai	1	0
Small-pox.		
Calcutta	1	1
Cochin	3	0
Karachi	1	0
Madras	5	0
Rangoon	1	0
Tientsin	1	1
Shanghai	1	0

CHARITY BALL AND
CONCERT
IN AID OF NORTH CHINA
FLOOD RELIEF FUND.

The recent North China floods have brought about immeasurable calamity and devastation, and most of the natives there have been rendered homeless; indeed it is a well-known fact that the majority of the sufferers are on the verge of starvation. Although the response for relief subscriptions has been met with everywhere in China, the need is still being felt on account of the vast area affected. Therefore several local gentlemen, it is learned, such as Mr. Ma Man Fai, assistant manager of the Sincere Co., Ltd., Mr. Peter H. Sin and Mr. Chan Wai Chuen (manager of the Hotel Cecil) have started another subscription campaign by organising a Charity Ball and Concert.

This scheme has obtained substantial support from many local philanthropists, amongst whom is Mrs. Southern whose efforts have resulted in a handsome donation. The committee has been further encouraged by the support of the Hon. Sir Shou-son Chow, Hon. Dr. R. H. Kotewall, and the Hon. Dr. S. W. Tso, who have kindly consented to become the patrons of the Charity Ball and Concert, which will be held on November 10, commencing from 8.30 p.m. at the Hotel Cecil (by kind permission of the hotel management).

It is understood that a very attractive programme will be offered to which many local artists will contribute, an excellent orchestra will be in attendance, by courtesy of Mr. Charlie Chan and other amateur musical players and the committee assure us that there will be a very enjoyable evening. The cover charge is \$5 including supper which will be provided for by the Hotel Cecil by way of donation, so that the entire proceeds from the Ball and Concert will be contributed to the North China Flood Relief Fund through the Tung Wah Hospital.

The committee members are:—
Chairman: Mr. Ma Man Fai; Vice-Chairman: Mr. Chan Wai Chuen; Joint Hon. Secretaries: Messrs. C. M. Sin and P. H. Sin, Hon. Treasurer: Mr. Lau Kit Nin; Business Manager: Peter D. Jack Man. The general committee members are:—Messrs. Packard Chan; Charles Chan; Chiu Tan Yau, and (Continued on next Column.)

DEFAUDING THE POST
OFFICE
A PROFESSIONAL LETTER
SMUGGLER.

A charge of bringing 375 un-stamped letters into the Colony was preferred against a Chinese before Mr. Williams at Central Magistracy yesterday when it was stated that the man was probably a professional smuggler of letters. The defendant, who arrived from Swatow, admitted the charge, stating that he intended to take them to Java.

Mr. E. W. Hamilton, Postmaster General, told the Magistrate that the man was arrested on the Chiuchau Wharf on Saturday, and added that if the letters were posted in Swatow they would cost 25 cents each whereas the postage from Hong Kong was only 10 cents. He intimated that he was pressing the case whereupon a fine of \$175 was imposed.

LOCAL ESTATES.

PROBATE AND LETTERS OF ADMINISTRATION.

Estate in Hong Kong worth \$103,000 was left by Mr. Luiz Lourenco Franco, who died at 14, Salisbury Avenue, Kowloon, on August 22, 1931. Probate of the will, which contains a number of family bequests, has been granted to Mrs. Maria Luisa da Silva, the widow, and three other members of the family.
Mr. Lim Kuei Toy, timber merchant and contractor, formerly of 38, Carlton Street, Carlton, Victoria, Australia, and trading as Lim Yau, who died at 335, Nathan Road, Kowloon, on June 20, 1928, left local estate valued at \$43,700. Letters of administration have been granted to Mrs. Eva Lim, widow, and Mr. Hugh Lim, son, of Prince Edward Road, Kowloon, who are attorneys for the executor named in the will, Mr. Daniel Lam.

drow Chan, T. O. Tao, Cheng Yung Po, and Seemin, Mrs. Doris K. Ma, and the Misses Rachel Wong, Annie Ma, Anna Thomas, Eva Thomas, Sarah Wong, May Lin, P. C. Yip, May Lai, H. To and C. To. Tickets may be procured at the Hotel Cecil, the Sincere Co., Ltd., the Wing On Co., Ltd. and The Sun Co., Ltd.

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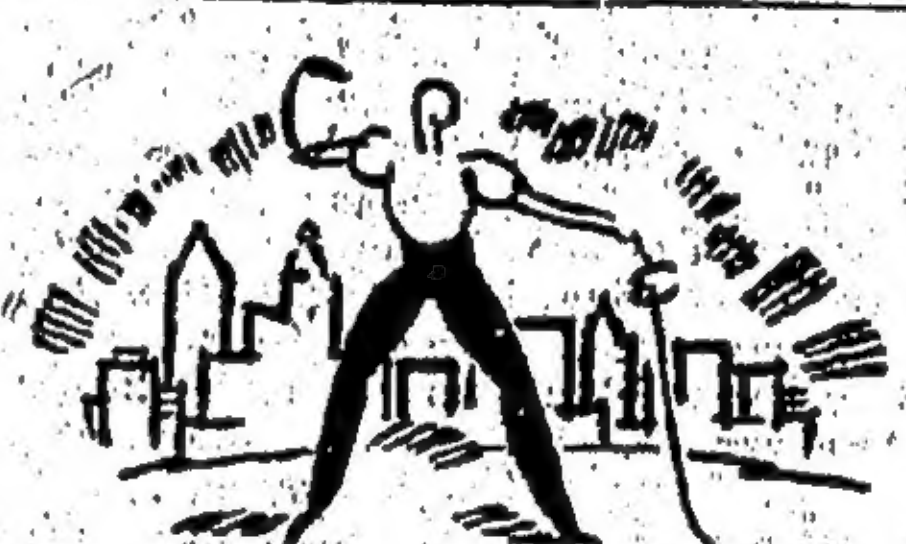
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The English way was better, fisticuffs in the Inn Yard followed by a Quart or so of good English Ale to wash away all ill feeling, and send both men home full of good-will and good liquor.

WHITBREAD'S PALE ALE

WAS THE ENGLISHMAN'S CHOICE TWO HUNDRED YEARS AGO, AS IT IS TO-DAY

It is brewed from the purest materials only—the finest British Malt and Kentish Hops—and while guaranteed to be as light as any of the best brands of lager, it still has the true colour and flavour of the hop.

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"THE REAL HOMESIDE STUFF"

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MODERN MOTOR BRIDGE IN HAINAN.

BUT WALLS, WATCH TOWERS AND SEARCHLIGHTS
FOR A SMALL TOWN.

PRECAUTIONS AGAINST THE REDS.

(From Our Own Correspondent.)

Kachek, Oct. 28.—Much interest has been centered around the building of the new concrete bridge about a mile to the north of Kachek. The motor road from Hoihow crosses a small river at that point—a stream ordinarily small, but in flood time rising fifteen or even twenty feet and becoming a raging torrent overflowing from the main Kachek river. A fine substantial buttressed stone bridge built a hundred years ago crosses the river a hundred yards below the new bridge. Built of course only for foot traffic, it was barely wide enough for a car to cross, with the added disadvantages, so far as motor traffic was concerned, of curving approaches on either side and a fairly steep grade on one side. Planks were used to build out the whole bridge to the width of the buttresses but that was at best but a temporary expedient and still left the bridge very narrow. Last year a man carrying his load of wood was crowded off the bridge by a car, and fatally injured by his fall onto the rocks below. The new district magistrate, Mr. Ho, a local man appointed last July, felt that a new bridge was urgently needed and plans were formulated at once. Actual construction was begun about September 1 and although the work was seriously hindered by the heavy rains in late September and early October, the bridge itself is now completed. The approaches have yet to be filled and the short stretches of road on either side prepared before traffic can be begun.

Reinforced Concrete.

The bridge is of reinforced concrete, twenty-nine feet long, twenty-two wide, and rising twenty feet from the ordinary water level. The road bed is five inches thick, and the cost is given as \$2800.00. The work was done by a contracting firm and supervised by Mr. Bon Tip-hi, and is guaranteed for five years by the company. The recent floods apparently had no ill effects on the structure, although the water was higher than for many years, and that they should be assured that the bridge is a sturdy structure with the massive buttresses of the old bridge they are much smaller, but the depth to which they are sunk in the rock beneath is probably a greater criterion of their strength.

Road Company's Enterprise.

The bridge was constructed at the expense of the Kheng-ek Road Company. This company was the first to open a road between the Bak-siang River and Kachek, making possible direct motor traffic with Hoihow. Since 1923 they have had motor roads, following the old foot-traffic route from Kachek to U-tiok (Yellow Bamboo) and thence to Bang-kai market and the ferry at Tun-ngai or Deng-ang. More recently a second company has taken a new road from Yellow Bamboo to the ferry at Ham-khai, and the Kheng-ek Company does not collect as much in tolls as formerly. Dividends on shares usually average ten percent. No dividends were declared this year, and it is expected that the profits of one more year will be sufficient to cover the entire cost of the bridge.

WEDDING AT ROSARY CHURCH.

XAVIER—DANENBERG.

Rosary Church, Kowloon, was beautifully decorated last Sunday when Miss Ena Maria Danenberg, daughter of Mr. and Mrs. F. Danenberg, of Canton, was married to Mr. Daniel Paulo Xavier, son of Mrs. Maria Honorina Xavier-Osmond, and stepson of Mr. A. F. Osmond. The Very Rev. Father Spada performed the ceremony. Given away by her father, the bride was attired in a plain white satin gown and carried a bouquet of double roses and Honoluli creepers. She was attended by the Misses Caroline de Cruz and Clotilde Hyndman as bridesmaids,

To Keep Out Reds.

The market of Doa-lou (Big Road), twelve miles northwest of Kachek, is in the midst of a turbulent region much disturbed by communist bands. Recently it was decided to widen the one long street through the market for motor traffic. At the same time the market authorities decided to make the place safe from attack. Their local militia is recognized as the most loyal and efficient in the region, but it was felt that additional protection was necessary. Two watch towers have been erected at opposite ends of the market, each about thirty feet high and equipped with fairly powerful gasoline searchlights. These lamps alone cost over \$100.00. The owners of the property extending to the rear of the market have been ordered to make a continuous stone wall completely enclosing the market, each building across his own location but in accordance with specified plans. Every ten houses are allowed a back gate. The original plan was to have a double wall with a space for patrolling between, but the strict adherence to that has been slightly modified. The total cost is estimated at about \$5000.00 for the towers and the common wall, in addition to the cost to each owner of the rear walls. Where many places are tearing down their walls as a sign of progress, the continued lawlessness of this region has resulted in a return to almost medieval practices.

Guards for Rice Harvesters.

Rice harvest is just beginning. Because of terrorism many villages are deserted. The magistrate is planning to send soldier guards out with the villagers at least long enough for them to harvest their grain. Various skirmishes are being fought in attempts to secure order, and certain conditions of amnesty are also being announced, but it is too early yet to forecast results. There is no apparent anti-Japanese agitation but wild tales of various atrocities said to have occurred at various places are common talk.

A New Church Dedicated.

The dedication of the central church of Limko, at Hau-lung (Kin-lai) market in the Limko district, took place on October 17. The church will hold comfortably some five hundred people, and was crowded for the communion service held the day following the dedication. The building cost, completed, \$5,100.00. It has been put up under the direction of the pastor, the Rev. Tu Vun-khai. Apart from one gift of \$1,000.00 gold given by the family of the late Rev. William J. Leverett, for many years a member of the American Presbyterian Mission in Hainan and especially interested in the Limko work, as a memorial to their brother, the funds for the church proper and the manse and school building to be erected have been raised on the field.

Death of Mr. J. Williams.

The funeral of Mr. J. Williams of Hong Kong, who passed away in the American Presbyterian Hospital, Hoihow, on October 16, was held in the late afternoon of the same day. Interment took place in the little foreign cemetery between Hoihow and Kiungchow, and the service was conducted by the Rev. D. S. Tappan. Most of the members of the foreign community were present, and a number of wreaths were presented.

who wore dresses of sage blue goor-gotte. The flower girls were the Misses Geraldine and Patricia Jorge. They were dressed in sage blue, each carrying a posy. The bride's mother was dressed in grey morocain crepe.

The "best man" were Mr. F. E. D'Almeida Remedios and Mr. R. C. Danenberg.

The bride and bridegroom, who are very popular in the Colony, were the recipients of numerous and beautiful gifts from a wide circle of friends. A happy speech was made by the best man at the reception which was held at Mr. A. F. Osmond's residence at 1, Liberty Avenue, Homuntin.

Later the couple left on their honeymoon at Repulse Bay, the bride's travelling dress being of wine coloured silk morocain crepe.

SHIP MASTER'S ACTION.

WRONGFUL DISMISSAL
ALLEGED.SALARY AND DAMAGES
CLAIMED.

At the Summary Court yesterday, before the Puisne Judge (Mr. Justice Lindsell), Capt. A. G. Corbin sued the Wo Ping Steamship Co., Ltd., 47, Des Vaux Road, West, for \$1,551.70 as salary due while working as master of the motor vessel Wo Ping Yee, expenses incurred on behalf of the owners, and damages for wrongful dismissal.

Plaintiff waived the sum of \$551.70 to bring the action within the jurisdiction of the Court.

Mr. H. L. Denays appeared for the plaintiff and Mr. F. C. E. Rendall for the defendants.

Plaintiff stated that he commenced his duties as master on July 8 under a written agreement providing for a salary of \$200 a month and 24 hours' notice by either side. When he went for his first month's wages he told Mr. Anderson, the manager, that he was not satisfied with the arrangement, and asked for an increase. He also asked for authority over the crew, as he had found that he had no authority over them and they passively resisted his orders. Simultaneously he gave 24 hours' notice to the Company if his application for increase was not considered, whereupon Mr. Anderson destroyed the written agreement and asked him to carry on at \$200 a month provisionally, saying he would have to consult others before confirming the increase.

Structural Alterations.

Plaintiff explained that certain alterations were made to the ship which raised navigational difficulties so he reported the matter to the Harbour Master, who told witness to return to his ship. He returned at five o'clock and an hour later received a letter from the Company dismissing him.

He said the allegation in the letter that he tried to demand an extra \$100 wages was not true and the question of wages was entirely separate from his report to the Harbour Master.

In cross-examination, Mr. Rendall put it to plaintiff that when his demand for another \$100 was refused he immediately went to the Harbour Office and made his report about the structural alterations, but witness denied this. Outlining his defence, Mr. Rendall said that on September 9, the ship being due to sail the next day, plaintiff asked for his wages to be increased to \$300 but Mr. Anderson could not agree. Plaintiff thereupon reported the alterations to the Harbour Master who, naturally, had to investigate. The Government Marine surveyors discovered that the alterations were not serious and the ship was taken out on the following day with a new master.

Refusal to Sail.

Mr. Anderson would say that the alterations were made in July. Plaintiff had admitted that he had come into port on five occasions each month and he could have reported them before had he wished. He need not have left it until he did. Mr. Anderson considered he was justified in dismissing plaintiff because he refused to sail unless granted the increase of \$100 a month, and his report to the Harbour Master resulted in the ship being held up.

Mr. Anderson, in evidence, denied there was any written agreement. Plaintiff was engaged on a salary of \$200 a month, with free quarters, and when he drew his month's salary he did not ask for an increase. On September 9 plaintiff asked for an increase. He was asked to write in officially as witness had to put the matter before the directors.

Witness said that plaintiff mentioned that if he was not given the increase he would not take out clearance papers and would report the structural alteration in the ship to the Harbour Master. The report was made, but no action was taken against the owners.

Dismissal Unjustified.

His Lordship said he thought defendants were definitely bound by their letter of dismissal, and that the only reason assigned for that step being taken, in the letter, was because plaintiff had asked for an extra \$100 a month, which was not sufficient to justify the dismissal. He found, therefore, that the dismissal of plaintiff was unjustified and he also found that his salary at the time he was dismissed was \$200 a month, and that any damages to which he was entitled must be based on that figure.

After finding those facts, his Lordship adjourned the case until 11 a.m. on Friday, when judgment on the amount of damages to which plaintiff is entitled will be given.

SHANGHAI RACES.

DALLAS WINS ST. LEGER
WITH SAARLAND.

YESTERDAY'S RESULTS.

The tit-bit of Monday's racing in Shanghai was the fifth race of the day, The Shanghai St. Leger. This classic race over a mile and three quarters was won from two good ponies in The Golden Eagle and Bonnie Lad. The Golden Eagle, it will be interesting to note was ridden by Mr. Hill, and another jockey equally well known locally as Mr. Hill rode the third pony Bonnie Lad.

Mr. Dallas rode two winners during the day, and shared riding honours with Mr. Bothe who also steered home two winners in Dan Leno and Boot Black.

Mr. M. M. Sokoloff's candidate won a six furlong race in the comparatively excellent time of 1 minute 29.3 seconds.

None of the "cracks" were engaged yesterday, prospective candidates for the champions on Wednesday are probably taking a good rest before setting out for the race of the meeting. There were only eight races on the card but owing to the number of starters in the last race, this was split up to make two races.

We are indebted to the Sports Club for the following results:—

1.—Scurry Stakes (7 Furlongs).
Mr. Day's Ferndale (Mr. Dallas) 1
Mr. Sing Lee's Stavara (Mr. Davis) 2
Mr. Henry White's Golden Plane (Mr. Needa) 3
Time: 1 minute 48.2 seconds.

2.—Northern Cup (6 Furlongs).
Mr. M. M. Sokoloff's Windmill Plane (Mr. Beven) 1
Messrs. C. E. and S. A.'s Fei Ying (Mr. Encarnacao) 2
Mr. Eve's Starlit Eve (Mr. McCann) 3
Time: 1 min. 29.3 secs.

3.—Mongolian Handicap ("A" Class (1 1/2 Miles).
Mr. R. H. McNair's Dan Leno (Mr. Roth) 1
Mr. Hunt's Blackmore Vale (Mr. Ferguson) 2
Mr. Elliot Hazard's Beta (Mr. Deitz) 3
Time: 2 mins. 46.4 secs.

4.—Mongolian Handicap ("B" Class (1 1/2 Miles).
Mr. Sirrah's Antrim (Mr. Noodt) 1
Messrs. Mollers' Ltd.'s Beaulight (Mr. J. O. Harris) 2
Messrs. R. L. and W.'s Cykion (Mr. Needa) 3
Time: 2 mins. 45.2 secs.

5.—Shanghai St. Leger (1 1/2 Miles, Class A).
Mr. Day's Saarland (Mr. Dallas) 1
Messrs. Winsome and Hasty's The Golden Eagle (Mr. Hill) 2
Mr. Lada's Bonnie Lad (Mr. Encarnacao) 3
Time: 2 mins. 47.2 secs.

6.—Sicawei Cup (1 1/2 Miles).
Mrs. Jack Liddell's Boot Black (Mr. Roth) 1
Mr. C. S. Franklin's Bunay (Mr. J. O. Harris) 2
Mr. Allan's Michigan (Mr. Neugebauer) 3
Time: 2 mins. 41 secs.

7.—Loong Wah Handicap (1 1/2 Miles).
Mr. P. V. Botelho's Pink Ticket (Mr. Deitz) 1
Messrs. Law and Hickling's Glen App (Mr. Needa) 2
Mr. A. S. Henchman's Godson (Mr. Clark) 3
Time: 2 mins. 38.2 secs.

8.—Pagoda Handicap (1 1/2 Miles).
Mr. Murray Kidd's Jack Tar (Mr. Pote Hunt) 1
Mr. W. L. McCann's St. Patrick (Mr. McCann) 2
Mr. Philmay's Averbank (Mr. Encarnacao) 3
Time: 2 mins. 42 secs.

9.—Pagoda Handicap (1 1/2 Miles).
Mr. Hamarivato's Thistle-down (Mr. Neugebauer) 1
Mr. Massachusetts Joss Boy (Mr. J. O. Harris) 2
Mr. Elzor's Ali Baba (Mr. T. M. Collaco) 3
Time: 2 mins. 41.2 secs.

CROWN LAND SALES.

At yesterday's Crown land sales, Kowloon Inland Lot No. 2573, situated at the junction of Canton Road and Mong Kok Road, was sold to Mr. Wong Wam, of 800, Lai Yung Choi Street, for \$70,000. The upset price was \$30,000. Rural Building Lot No. 332, situated at Repulse Bay Road, near Wong Nei Chung Gap, was sold to Mr. Lai Tin, of the firm of Woo Brothers, for \$5,100. The upset price was \$4,300.

HONG KONG STOCK EXCHANGE.

YESTERDAY'S TRANSACTIONS.

With the rise in exchange the market yesterday opened easier, all round, buyers holding aloof for the time being awaiting further developments in exchange.

Banks changed hands at \$1,680 and \$1,695.

Underwriters were put through at \$1, and at the close there were buyers at \$1.

Doors were in demand at \$30.

Providents (old) were done at \$6.60, but the new shares were in demand at \$2.45.

Hotels (old) were wanted at \$15, but sellers required \$14. The new shares were in demand at \$14.

Lands could have been obtained at \$54.

Fireworks (old) were in request at \$13.

Railways were in the market at \$13.60.

Ewos were offering at \$12.40.

Trams were to be obtained at \$23.

Star Ferries were reported sales at \$92, and there were sellers at \$93.

China Lights were offering at \$28.

Hong Kong Electric were wanted at \$77.

Cements (old) were offering at \$20.

Canton Ice were sellers at \$6.80.

Ropes were dealt in at \$18.

Dairy Farms, after being done at \$30, had further sellers at that quotation.

Watsons were in demand at \$16, with sellers seeking \$16.

Constructions (old) were in demand at \$5.45, and the new shares were also wanted at \$1.75.

Hong Kong Government Loan was wanted at \$2 per cent. ex interest.

AFTERNOON SESSION.

The market remained easy and quiet throughout the day. The only exception was the strength in Constructions, which advanced to \$6.10 and \$2 buyers of the old and new shares respectively. Banks changed hands at \$1,690. Ropes were in demand at \$17. Constructions (old) were in demand at the advanced rate of \$6.10, and the new shares, which were done at \$2, closed in demand at that quotation.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., I.C.P.]

Armistice Day.

The following Police Reservists will parade for duty in connection with the Armistice Day celebrations on Wednesday, November 11:—

Chinese Company.—As ordered. Indian Company.—30 members of the Indian Company will parade at Central Police Station at 9.30 a.m. to draw revolvers. Dress: White uniform, helmets, belt and truncheon to be worn.

Flying Squad.—20 members of the Flying Squad will parade at Central Police Station at 10.00 a.m. sharp to draw revolvers. Dress: Khaki uniform and cap with khaki covers. Sharpshooters Company.—25 members of the Sharpshooters Company will proceed direct to the station allotted to them at the hour arranged. Dress: Khaki uniform, black belt with pouch and holster with revolver.

Winter Uniform.

Winter uniform will be taken into wear between 8 p.m. and 8 a.m. from Sunday, November 1.

Chinese Company.—Part II Training Course.—All recruits will report at the Chinese Company's Headquarters, 17, Queen's Road Central to-day at 5.30 p.m. for instruction.

Part I Training Course.—All recruits of the Chinese Company will attend Central Police Station for Squad Drill on Thursday, at 5.30 p.m.

N.C.O.'s Class.—All N.C.O.'s will attend the Chinese Company's Headquarters on Friday, at 4 p.m. for instruction under Mr. Paterson, P.P.T.S.

Indian Company.—Part II Training Course.—All members who have not passed Part II of Training Course should attend at the Chinese Company's Headquarters, 17, Queen's Road Central, on Thursday, at 5.30 p.m.

Flying Squad.—Special Duty.—Members who are detailed for special duty at the Races will parade at Central Police Station on Saturday at 1.45 p.m.

Promotions.—Crown Sergeant R407 W. V. Field has been appointed Sub-Inspector with effect from October, 1931.

Company Drill.—Company Drill will be carried out on Kennedy Road on Friday. Members will fall in outside Queen's Pier at 5.15 p.m. Dress: Khaki covers, belt, revolver and truncheons. This drill is compulsory for all members. (Sgd.) D. L. KING, D.S.P. (R.)

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YARNS!The New
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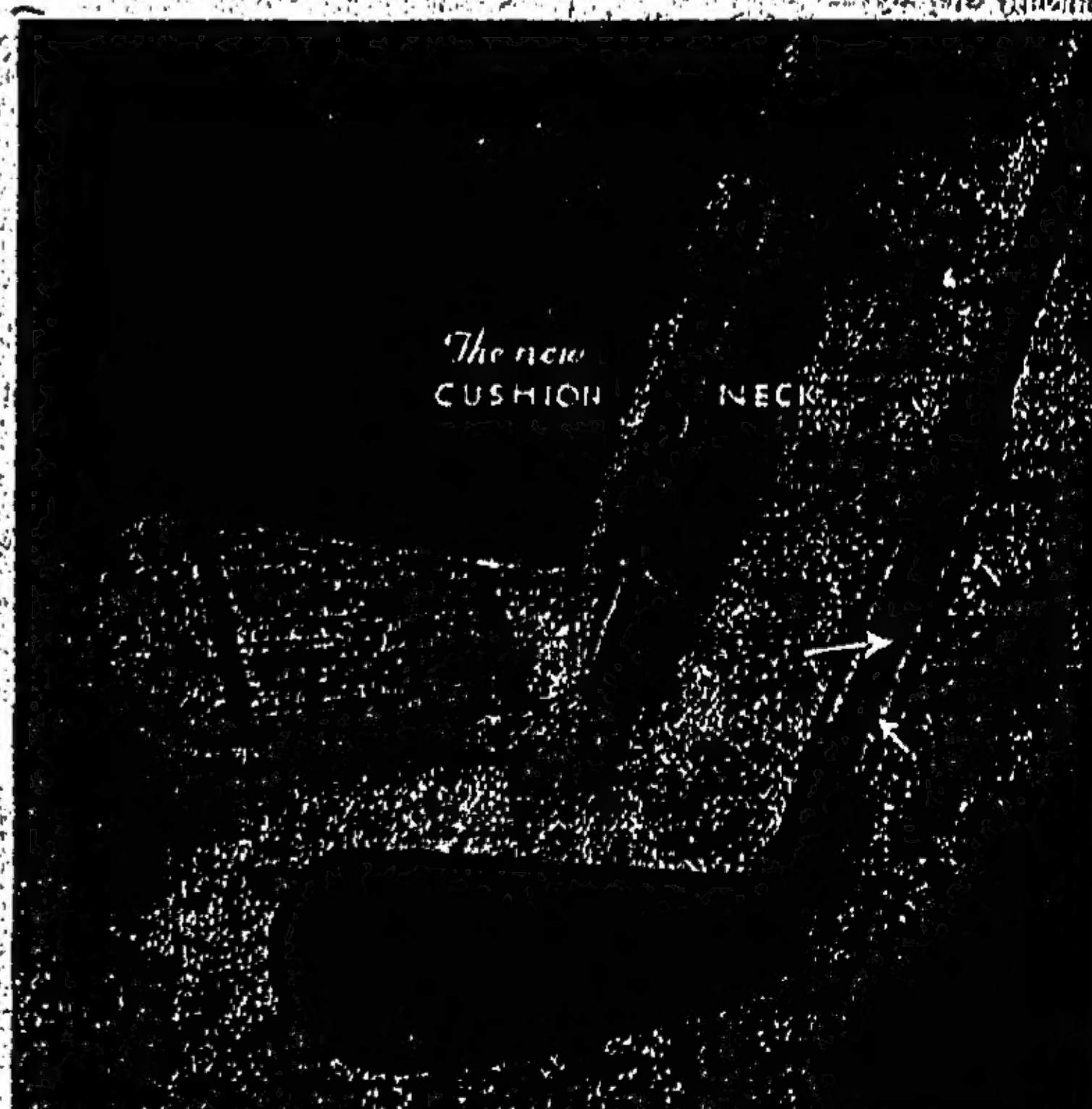
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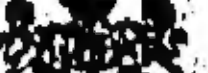
TO ALL TO WHOM IT MAY CONCERN.

I. FELIX HURLEY MODY, of Victoria in the Colony of Hong Kong, Exchange and Bullion Broker, hereby give notice that I expressly withdraw all and every authority which my wife, Elsie Mody, may have had at any time either expressly or by implication or otherwise to pledge my credit and that I will not be responsible for her debts whatsoever and howsoever incurred.

Dated this 2nd day of Nov., 1931.

(Sd.) F. H. MODY.

1402

G.  R.

IT is requested that all Civil Associations and individuals, who wish to place wreaths on the Cenotaph at the conclusion of the Service on Armistice Day, will kindly inform the undersigned, in writing, before November 6th, so that accommodation may be arranged within the Police barrier.

Sd. E. D. O'WOLF
Inspector General of Police.
2nd November, 1931. [1398]

FAR EAST BREWERY, DISTILLERS AND DAIRY FARM, LTD.

NOTICE.

MR. ERNEST A. UDY is no longer connected with the above Company since the 4th DAY OF OCTOBER, 1931. [1394]

THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

(In Voluntary Liquidation).

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the UNITED ASBESTOS ORIENTAL AGENCY, LIMITED (in Voluntary Liquidation), will be held at the Office of Messrs. DODWELL & COMPANY, LIMITED, at QUEEN'S BUILDING, Victoria, in the Colony of Hong Kong, on FRIDAY, the 5th day of NOVEMBER, 1931, at 3 o'clock in the afternoon at which Meeting the Liquidators will lay before the Meeting an account of their acts and dealings and of the conduct of the winding up during the Second year of Liquidation.

THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

Per pro, DODWELL & COMPANY, LIMITED.
J. P. WARREN,
Manager,
Liquidators.

1397

THE HONG KONG JOCKEY CLUB.

THE ELEVENTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 7th NOVEMBER, 1931. Commencing at 2 p.m.
The First Race will be Run at 1.30 p.m.

MEMBERS' ENCLOSURE.

Members are notified that they and their Ladies must wear their Badges prominently displayed.
No one without a Badge will be admitted to the Members' Enclosure.
Badges admitting Non-Members to the Members' Enclosure and Club Rooms at \$3.00 for Gentlemen and \$3.00 for Ladies (Both including Taxi) are obtainable through the SECRETARY upon introduction by a Member, such Member to be responsible for Payment of All O.H.s. etc.
Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain upon Application to the SECRETARY, Badges (limited to ONE) for the Free Admission to the Members' Enclosure of Wives, Lady Relatives and Friends. Names must be stated when applying.
On No Pretext will Children be permitted in either Enclosure during the Meeting.
Tickets are obtainable at the Club House provided they are ordered from the No. 1 Box by 5 p.m. on the 6th NOVEMBER. Telephone 21920.

PUBLIC ENCLOSURE.

The Price of Admission to the Public Enclosure is \$2.00, including Taxi, for all Persons, including Ladies, and is payable at the Gate.
Soldiers and Sailors in Uniform are admitted Half Price.
Bookmakers, Tip Men, etc., will not be permitted to operate within the Limits of the Race Meeting.
Tickets will be obtainable in the Restaurant in the Public Enclosure.
By Order,
C. B. BROWN,
Secretary.

Hong Kong, 2nd Nov., 1931. [1391]

THE CHOICE OF THE CONNOISSEUR

SCOTCH WHISKY WHICH SEEMS TO HAVE CAPTURED THE SUNSHINE OF THE BARLEY THE TANG OF THE PEAT SMOKE THE MELLOWNESS OF GREAT AGE WHISKY WITH A FRAGRANT BOUQUET, A GRACIOUS MELLOWNESS, AND A GENIAL FLAVOUR THAT WARMS THE HEART—SUCH IS DEWAR'S, A RARE OLD SCOTCH WHISKY.

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MARRIAGE.

The Marriage between Lancelot Henry Calthrop, elder son of the late Harry Calthrop, Indian Woods and Forest Department, and Mrs. CATHROP of Treiton, Devon, and MARGARET MONICA, second daughter of the Rev. A. E. and Mrs. CHAPMAN of Tiverton, Devon, took place at St. John's Cathedral, Hong Kong, on October 27, 1931. [101]

BIRTHS.

DE LINDE: On October 30, at the Victoria Hospital, to MOLLY, wife of Captain C. A. DE LINDE, R.E., a daughter. [1404]

McDONALD.—On October 28, at Shanghai, to Mr. and Mrs. J. R. McDONALD, a son.

The Daily Press.

HONG KONG, NOVEMBER 3, 1931.

CIVIL OR MILITARY RULE?

It would be mere cynicism to say that the peace negotiations between the Nanking and Canton Governments halt or progress according to the course of the Manchurian crisis. All virile nations tend towards unity in face of danger from without. If so great a disaster should eventuate as armed conflict between China and Japan there is little doubt that the services of CHIANG KAI SHEK would be accepted even by the Chinese politicians calling for his dismissal, and other military leaders now in eclipse would also be given commands.

The Peace Conference is another phase in the long struggle between militarists and civilian politicians. Three and a half years ago, it will be remembered, a Disbandment Conference met at Nanking. The country had been unified, and now the time was come to reduce China's many armies to modern proportions and place the whole force under the Civil Power! But none of the War Lords saw things in that light. They had no objection to there being a government at Nanking, provided their own armies and spheres of influence were untouched. A long series of civil wars followed in which CHIANG KAI SHEK eliminated the Kwangsi militarists, FENG YU HSIAO and YEN HAI SHAN. But in accomplishing this task he concentrated dictatorial power in his own hands. CHIANG has now the biggest army in China, and the Nanking Ministers held power at his pleasure. With the passing of the other War Lords, however, the civilian politicians have begun to renew the struggle to get power for themselves. They found an ally in General CHEN TUNG TONG and last May a coup d'état at Canton saw the removal of CHIANG's ally, CHEN MING SHU, and the formation of a new régime of politicians and militarists in the Southern capital. CHIANG's political error was in keeping CHEN MING SHU's army

for the anti-Red campaign in Kiangai. It left him ally powerless in Canton. CHIANG's difficulty can be appreciated, but the removal of the 10th Army from Canton upset the military balance of power.

Marshall CHIANG KAI SHEK's arrest of the independent civilian minister Mr. HU HAN MING was taken as a bid for unquestioned military autocracy. The move was designed, said his enemies, to annihilate Kuomintang influence. Actually it thus rallied the civil element against the Marshal. War has been threatening for months but the Hankow floods and the Manchurian crisis in succession called a halt. Moreover, the civilian politicians know that to beat CHIANG KAI SHEK in the field means placing power in the hands of another militarist. CHIANG was once a most orthodox member of the Kuomintang. Is any soldier likely, if successful, to turn out better?

The Canton delegation, which includes a number of influential members of the Kuomintang and of the Nanking Government before the recent split, is pressing an amendment of the constitution preventing the holder of a military command from presiding over an administrative department and abolishing the post of Commander-in-Chief. These clauses are, of course, aimed at CHIANG KAI SHEK, whose political power is based on military force. The President must, therefore, either play the part of Cromwell or at best accept a military post and take orders from the War Ministry, as does the G.O.C. the Aldershot Command. CHIANG is unlikely to attempt violence. Not only would it be a dangerous defiance of "public opinion"—no small force in these days of propaganda—but General CHEN MING SHU's army would oppose such a course, and if not war, at least a de facto secession would follow from Canton and the Leung Kwang provinces. CHEN MING SHU's army has played a very notable part in this struggle. It would fight neither for Canton nor Nanking, but kept the peace between them while at the same time holding the "Reds" in Kiangai more or less in check.

Many observers of the situation are of opinion that China can only prosper under a dictatorship such as CHIANG KAI SHEK could impose. Others see a real hope now of a stable government composed of civilian politicians at Nanking, with CHIANG as one of the Republic's military commanders. To the pessimists the board is set for yet another fight among civil and military factions, with the usual alliances and counter-alliances, secret understandings and betrayals that have characterized Chinese politics since YEN SHUI KAI's strong hand was killed. No foreigner ventures a prophecy, but the world continues to hope for some form of efficient and permanent government, based upon the general consent of the Chinese people.

LEARNING FROM ACCIDENTS.

Mr. CHARLES E. STROMMEN, the new president of the Manchester Association of Engineers, in the course of his presidential address made the interesting suggestion that the procedure whereby each boiler explosion is made the subject of a special expert inquiry should be extended to accidents involving motor-cars and aeroplanes. He pointed out that the Association's 3,000 technical reports about boiler explosions had, in addition to furnishing valuable information, had the effect of materially reducing these accidents. Indeed, from the point of view of the pure engineer, every kind of accident brought about by the failure of a machine is a means of perfecting the machine and of reducing the possibilities of its again failing. But this benefit is only realized when the causes of the accident are thoroughly investigated. It would perhaps be some consolation to say, a motorist to know that, though the sudden collapse of his car resulted in his breaking a leg, the sacrifice was not altogether in vain, since other motorists would, because of him, be saved from suffering a similar fate. Mr. STROMMEN suggested that some organization other than the State should make itself responsible for these investigations. The number of deaths from air and road accidents is already alarming enough. One way of reducing the number is to make drivers more adept and pedestrians more nimble; another is to make the machines themselves more nearly perfect; that is, more sensitive and more durable. Here Mr. STROMMEN's suggestion may be of considerable assistance.

★ News and Views ★

Sedatives for Communists.

Herewith an amusing story of one of the recent unemployed demonstrations in London.

A benevolent policeman was moving on a ferocious Communist, aged perhaps twenty, who said blood-thirstily, "We want 'ere is a couple of machine-guns."

"No, no," replied the Law kindly, "what you want is a couple of aspirins. Now then, 'op it, my lad."

Women not Natural Peace Lovers!

Mr. Hopkin Morris, Liberal M.P. for Cardigan, addressing a large meeting of women at Croydon, said that it was a mistake to assume that women were by instinct lovers of peace. History and reference gave scant support to such an assumption. They were nationally patriotic, and their patriotism often led them to support war even though the war in itself was not justified.

At the same time there was little hope of ending war if women did not lend a hand both to secure and to stabilise peace.

Female Population of U.S.A.

The female population of the U.S. is now increasing more rapidly than the male, according to the U.S. Census Bureau, but there are still 1,499,114 more men. Whereas in 1920 there were 104 men and boys to each 100 women and girls, that sex ratio now stands at 102.5. There are 1,499,114 more males than females in the 127,775,048 population of the entire United States. The native white population of native whites, percentage includes 43,010,145 males and 47,487,635 females, a 101.1 ratio as compared with a 101.7 ratio ten years ago.

Mr. Everyman's Dilemma.

Hire-purchase experts, it is said, are much perplexed by the problem of Mr. Everyman's Dilemma. The Soviet Government, having obtained large quantities of goods from England, among other countries, on the hire-purchase plan, is reported to be in serious financial difficulties. It is understood that in modern hire-purchase, the defaulting client surrenders a proportion of the goods, according to how much he has paid for, less, of course, deductions for "fair wear and tear."

It is a little hard to see, however, how this principle will be applied to Mr. Everyman's Dilemma. Will representatives of the British Government, in green battle aprons and plain ships, descend on Russia to remove part of Mr. Everyman's recent purchases?

One can see difficulties. The only possible solution will be to appoint the League of Nations as the assessor of fair wear and tear.

Glass Dance Floor in French Liner.

Details are available of the new French Line's Transatlantic steamer which is expected to be ready for service in April, 1934.

It is claimed that it will then be the finest ship afloat. Officially known as the T.6, and to the public as the super-lux de France, she may in fact be christened the Jeanne d'Arc.

Nearly 1,500 men are at work on the hull in the Penarth yards at St. Nazaire, rivetting into place over 50 tons of steel a day.

The ship will be 1,020 feet long, 117 feet beam; she will be of 70,000 tons displacement, and will carry 2,132 passengers, 849 of whom are to be of the first class.

Every device for adding to the comfort and luxury of passengers will be employed. There will be a garage for 100 cars; a semi-circular terrace with a glass dancing floor, and a chapel with three altars, capable of containing 200 worshippers. The cost is estimated at over £25,000,000.

The £1,000,000 Hall.

When it is completed the new Masonic Memorial Hall in Great Queen-street will be among the architectural beauties of London.

What a pity, therefore, that it should be hidden away in an unpicturesque neighbourhood. The sum of one million pounds was raised by Masonic lodges to erect this glorious monument to their dead, and had it been placed on the Embankment, or on any site with an open front, it would have commanded universal admiration.

As it is, much of its beauty will be lost because of the impossibility of seeing it in proper perspective.

Exploiting Depression.

In New York Eddie Cantor is rapidly replacing Will Rogers as the king of jesters.

Cantor has the real Jewish humour which extracts its wisecracks from bankruptcies and business slumps. It flourished in Central Europe during the currency collapse. He has now become its chief exponent in New York.

Here is a recent sample of his methods. He is talking of the slump in the hire-purchase business.

"Yeah," he says, "the depression is so bad that even those who never meant to pay have stopped buying."

And the mixed population of New York rocks with laughter.

★ Local Notes and Events ★

The rainfall for last month amounted only to 39 inches. There were 24 days on which no rainfall was registered.

The Hong Kong Boxing will hold the first tournament of the season on Saturday, November 28 and the second on December 23.

According to a report received from the Harbour Master, Canton, a derelict junk is seen, cables east of Sampanshow, Canton River, and is considered dangerous to navigation.

A Chinese workman in the Tai-koo Dockyard sustained injuries to his leg when he was struck by a heavy piece of iron whilst engaged in some work on a crane yesterday morning. He was removed to hospital with a fractured shin-bone.

The Inspector General of Police advises that all Civil Associations and individuals who wish to place wreaths on the Cenotaph at the conclusion of the Service on Armistice Day, should inform him in writing before November 6, so that accommodation may be arranged within the Police barrier.

A change in the command of the 2nd Battalion, the Argyll and Sutherland Highlanders, is announced in the latest list of military appointments. It is stated that Lt. Col. B. C. Bonnet, O.B.E., M.C., will take the place of Lt. Col. R. O. MacLaine, M.C., who retired on October 8.

In the Supreme Court yesterday before the Chief Justice (Sir Joseph Kemp) an application on behalf of the Hotel Nathan, Limited, 229, Nathan Road, for an extension of time of seven days to file a return of an allotment of 500 shares, was granted. The application was made by Mr. Hin-Sing Lo, instructed by Mr. H. Lo.

A 20-year-old Chinese youth named Sit Shik was brought before Mr. Fraser yesterday at the Kowloon Magistracy on two serious charges in respect of a three-year-old girl. Mr. A. Covey appeared for the defence. Sub-Inspector Michael Murphy was for the prosecution and asked for a week's formal remand, which was granted.

HOUSE COOLIE SENT TO PRISON.

THEFT OF WATCH AND REVOLVER.

A house coolie in the employment of Mr. Mackay, of 9, Causeway Hill, was the defendant at the Central Magistracy yesterday before Mr. Schofield on charges of stealing a gold watch and chain, belonging to his master, and a revolver and six rounds of ammunition, the property of Mr. Barnes, living in the adjoining house. Defendant admitted both charges.

Sub-Inspector Roger said that the house coolie was suspected, and a search of his property revealed the losing of the watch and the chain, his intention being to melt the casing as the works had been thrown away. On further investigations the defendant took the police to the hillside and pointed out the place where he had hidden the revolver.

The officer stated his instructions were to ask for a heavy penalty. The defendant gave his age as 14, but he was probably more than that, and if he were older, application would be made for his commitment to the Semaun.

In reply to the Magistrate, defendant said that on finding there was no money, he took the revolver. He had intended to replace it, but the owner was watchful since the loss.

Defendant was sentenced to six months' hard labour on each charge.

BUS COMPANY SUED.

SUCCESSFUL CLAIM BY FORMER EMPLOYER.

The case in which Choi Chuen, formerly employed by the China Motor Bus Company as a fitter, summoned his late employers for wages in lieu of notice, was brought to a conclusion before Mr. Fraser at Kowloon Magistrate's yesterday, when an order was made that the complainant be paid \$47.50, which represented half a month's wages.

When the case was resumed, the former fitter of the Company gave evidence to the effect that the complainant was always late for work and on one occasion refused to take an order.

Mr. Fraser remarked that when the complainant was taken on the staff it was not made clear to him that all fitters had to serve a probation period of three months or that notice was required either way, and added that in the law the complainant was right. The Magistrate therefore decided in complainant's favour.

from the files.

Looking Back 25 Years.

On Saturday afternoon the new rifle range at the Peak was formally opened by H.E. the Governor in the presence of a large attendance, which included several ladies. The new range is well situated, the firing point being from Harlech Road towards High West. A greater distance might have been desirable, but it was deemed inexpedient to fire over the road way, and the range has been limited to 600 yards. The target machinery is of the latest Hiley pattern, and in other respects the range is well equipped. Sir Henry Berkeley, the President of the Volunteer Reserve Association, introduced His Excellency whom he thanked on behalf of the Association for the range, and the facilities it afforded to members resident in the Peak district. His Excellency, after making some complimentary remarks about Sir Berkeley, expressed the hope that the range would be useful to Association and improve the shooting of the members. The Governor then formally opened the range by firing the first shot from the 200 yards point in the military (kneeling) position. He scored a bull's eye, the signal from the butt being greeted with applause. Thereafter a triangular match between teams consisting of eight men each, representative of the Peak, Hong Kong and Kowloon took place, resulting in a win for the Hong Kong men. The scoring was not very high, due perhaps to the fact that the marksmen were unaccustomed to the conditions.—*Hong Kong Daily Press*, November 3, 1906.

Looking Back 50 Years.

The "Chickening" rebel or pirate Kwan King Man is still at large, and manages not only to successfully defy the Imperial troops, but also to keep the district around Taichow and Ningpo in a constant ferment. He is a daring spirit, and is also animated by a sense of wrong and injustice done to him by officials in (Continued on previous Column.)

JAPAN WITHDRAWS HER TROOPS

THE EVACUATION OF KIRIN COMMENCED THOUSAND TROOPS LEAVE: MORE EXPECTED TO FOLLOW

PARTIAL WITHDRAWAL BEGAN ON
OCTOBER 31

DISTURBING CHINESE REPORTS FROM WEST MANCHURIA.

PEKING, November 2.

The Japanese Legation states that the partial withdrawal of Japanese troops from Kirin started on October 31, when a small contingent left for Changchun. This was followed by the departure of two infantry battalions, numbering a thousand, who left for Changchun on November 1.

The Legation expects the withdrawal of a further appreciable number of troops will be carried out within four or five days. Before the withdrawal the number of troops at Kirin was 1,843 of which 1,100 have gone.

ATTEMPTED CAPTURE OF TUNGIAO ALLEGED

PEKING, November 2.

Chinese reports from Chinchow allege that the Japanese are attempting to capture Tungliao in West Manchuria with the co-operation of Mongol irregular troops. They assert that four Japanese armoured trains, loaded to capacity with Japanese soldiers and Mongol irregulars arrived at noon on November 1 at a spot two miles from Tungliao, and started bombarding the city, killing five and wounding scores of people, and that a Japanese aeroplane circled over the city firing machine-guns, causing numerous casualties. The Japanese deny all knowledge of the affair, but state that owing to the great prevalence of banditry armoured trains were sent to the Supingkai-Tsoonan Railway with orders to suppress the irregulars, and not to co-operate with them.

JAPAN AND THE FIVE POINTS

TOKYO, November 2.

Replying to China's proposal with regard to the opening of direct negotiations on the basis of the League's resolution of October 24, Japan expresses her inability to accept the proposal as she insists upon recognition of the five fundamental points as requisite to the withdrawal of her troops.

LONDON, November 2.

The *Times*, in commenting on the Manchuria situation, expresses sympathy and admiration of the constructive work done by Japan in South Manchuria and emphasises the vital material interests of Japan in Manchuria. It refers to a long list of acts of sabotage against legitimate Japanese enterprise; the reported persecution of Korean farmers, who are Japanese subjects; the formation of Chinese companies to build rival, more or less superfluous, railways parallel to Japanese lines, contrary to the spirit of the Sino-Japanese conventions; and says that under such provocation there is no wonder Japan should have asserted herself.

In the essentials of her dispute with China there appears to be more than a little justice on her side, it, therefore, is all the more deplorable that she should have taken action without a previous appeal for redress to the League and in a manner inconsistent with its Covenant, of which Japan is one of the most important signatories.

THE "TIMES" GIVES GOOD COUNSEL

The *Times* emphasises that in the prevailing instability a single breakaway from the principles of the League may have widespread disastrous consequences. A successful defiance of its wishes might deal a crippling blow to statesmanship of moderation in other countries and encourage sections of opinion everywhere to believe that force is the best solvent of obstinate problems. That is the only reason why British opinion has been critical of the recent manifestations of Japanese policy in Manchuria.

Nothing could be further from the truth than the impression that the British policy at Geneva and Nanking has been anti-Japanese, but, to seize territory belonging to another country and announce it will not be evacuated until that country has negotiated certain fundamental questions, is a return to methods of diplomacy that it had been hoped were obsolete, and were quite out of harmony with the spirit of the Pact forbidding war as an instrument of policy.

The *Times* concludes by appealing to the Japanese Government to understand, before November 10, the "extreme embarrassment in which she places her friends by making them choose between the maintenance of traditional friendship, in all its cordiality, and the defence of principles which they have most solemnly undertaken to maintain."

CHINA'S REPLY TO JAPANESE STATEMENT

NANKING, Nov. 2.

The National Government has instructed Dr. Alfred Soe to present to Dr. Eric Drummond China's reply to the Japanese statement of Oct. 26. The text of which follows: (1.) Regarding Japan's refusal to withdraw her troops to the Railway Zone because of danger to Japanese lives and property the Chinese Government points out it is only a pretence for Japanese troops to remain in Manchuria and creates the danger of which Japan complains.

(2.) Referring to the League's resolution of Oct. 22 noting China's undertaking to safeguard Japanese lives and property, China invites the League to attach neutral representatives to the task of taking over the evacuated territory and the protection of Japanese. China promises to assist the League or any neutral representatives in the matter of extending or devising any arrangement to guarantee the safety of Japanese nationals. (Continued on next column)

A REVOLT IN HEILUNGKIANG

REPORTS OF SHARP FIGHTING

(Wah Tze Yat Pao.)

HARBIN, Nov. 2.

A serious revolt has taken place in the southern part of Heilungkiang Province. The rebel leader, General Chang Hai Peng, who (according to a Chinese report) is from the Japanese, is launching an attack on the Heilungkiang Government troops at Tai Lai, a city near Heilungkiang-Liaoning border. The combatants are entrenched along the river banks and the rebels have made several attempts to cross the river by means of rafts.

On receiving the news General Chang Hsueh Liang has ordered a force of Heilungkiang troops stationed at Manchuli to be hurried to the scene to reinforce the Government troops.

(3.) The Chinese Government states: "It is gratifying to hear that Japan wishes to use no armed pressure in her negotiations with China" and feels that the only way to prove Japan's pledge not to use force is for Japan to cease her demand for a Sino-Japanese agreement on certain alleged basic principles as a condition precedent to the evacuation of areas outside the Railway Zone. The putting into effect of China's guarantee involves only local arrangements on the spot and is distinct and not connected with any Sino-Japanese diplomatic negotiations, says the Chinese Government.

(4.) China shares Japan's desire to end forthwith the present state of tension. The first step to achieve this end will be for both countries to carry out the League's resolution. The Chinese Government considers the only way to establish a permanent board of conciliation and arbitration for a peaceful settlement of the Sino-Japanese differences, but the first step is for Japan to withdraw her troops to the Railway Zone in accordance with the League's resolution and to complete the withdrawal by Nov. 10.

ANTI-JAPANESE BOYCOTT AT CANTON

GOODS IN QUESTION BEING REGISTERED

(Chun Wan Yat Pao.)

CANTON, Nov. 2.

The anti-Japanese boycott executive committee, which has the support of the Canton City Chamber of Commerce, is taking stock of Japanese goods laid in store by local merchants. It is estimated that over five thousand firms have registered their goods of Japanese origin with the committee. The boycott committee hopes that other merchants who have not registered their Japanese goods in compliance with the Boycott Rules will do so at once. Otherwise, after the period for registration, they will not be allowed to dispose of unregistered Japanese goods.

America Disquieted by Sino-Russian Exports.

(THROUGH REUTER'S AGENCY.)

NEW YORK, Nov. 1.

The continuing reports concerning the alleged Sino-Russian co-operation and the massing of Soviet troops near Manchukuo on the Manchuria border have apparently had a disquieting effect in America.

Reuter's New York correspondent states that as a result of the reports, the United States Government is sending an observer to investigate conditions in Northern Manchuria.

International Labour Protest.

(THROUGH REUTER'S AGENCY.)

PARIS, Nov. 2.

The executive of the Labour and Socialist International Organisation has passed a resolution protesting against the Japanese military action in Manchuria, at the same time regretting that the League of Nations has up to the present shown itself powerless to end the Sino-Japanese dispute.

SEVERE QUAKE IN JAPAN

NUMBER OF CASUALTIES REPORTED

(THROUGH REUTER'S AGENCY.)

TOKYO, Nov. 2.

A severe earthquake rocked Kyushu and Shikoku at 1 p.m. yesterday and a number of casualties, including fatalities are reported from the Miyazaki prefecture, Kyushu. Earlier in the afternoon another quake caused considerable minor damage to Kumamoto and Kyushu.

YOUNG MARSHAL AND THE FENGTHENESE LEADERS

HOLDS CONFERENCE ON HIS RETURN FROM NANKING

(Wah Tze Yat Pao.)

SHANGHAI, Nov. 2.

According to a message from Peiping, General Chang Hsueh Liang, after his return from Nanking, held an important conference with the Fengthene leaders including Generals Chang Tso Hsueh, Wan Fu Lun and Yu Hsueh Chang. General Chang Hsueh Liang made a report of the results of his discussions with Marshal Chiang Kai Shek whom he was at Nanking.

It is learned that General Chang Hsueh Liang is determined to continue to co-operate with Nanking in dealing with the internal and external problems of the country, irrespective of whatever may be the outcome of the Nanking-Canton peace negotiations.

PAPER PRICES SOARING IN CANTON

SUSPENSION OF IMPORT FOLLOWS NEW TAX

(Wah Tze Yat Pao.)

CANTON, Nov. 2.

As a result of a decision taken by the Canton paper importers to suspend importation of foreign-made paper in protest against the imposition of a special tax on imported paper, prices are soaring. Some papers are costing fifty per cent. more than normal.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.55 p.m., stated:—
The anti-cyclone is central to the S.E. of Vladivostok. Pressure gradients remain steep over the China Sea.
Local Forecast:—N.E. winds, fresh; fine.

NATIONAL GOVT. SUPPORTS CANTON DELEGATES

(Wah Tze Yat Pao.)

CANTON, Nov. 2.

Members of the National Government strongly support the Canton delegates in their maintenance upon Chiang Kai Shek's resignation as one of the terms of the peace settlement. Five hundred delegates for the fourth meeting of the National Congress arrived here to-day.

OLD COINS IN CANTON.

LEGAL TENDER DESPITE AGE.

(From Our Own Correspondent.)

Canton, November 2.
Another firm in Canton, the Sook Tai Fruit Company, of Wei Sun Road, South, has been sealed up by order of the Department of Finance for refusing to accept old coins of standard value. A quantity of these coins were taken to the firm in question in settlement of an account still outstanding. The proprietor refused to accept the money, declaring it was old and therefore not good tender. A noisy quarrel ensued and the matter was reported to the finance experts of the Government.

The Government, after examining the coins in dispute, decided in favour of the customer. The firm was ordered to suspend business and was charged with endangering the financial position of the Government by discriminating against old coins of intrinsic value.

BRITAIN-AUSTRALIA FLIGHT

BUTLER PROGRESSING WELL

(THROUGH REUTER'S AGENCY.)

ATHENS, Nov. 1.

Mr. O. A. Butler, who is attempting to create a record flight from England to Australia in a midge plane, arrived here to-day and intends to proceed en route to his destination in 24 hours' time.

The airman left Lympne at 8.25 a.m. on Saturday in an attempt to reach Australia in eight days. He is flying an 18 ft. machine with 75 horse-power engine, which is described as the world's smallest aeroplane.

The route to be followed will be via Bagdad, Calcutta, Singapore and Kupang (Timor).

ATHENS, Nov. 2.

The airman, Mr. Butler, left for Aleppo this morning.

GIRL'S FLIGHT TO THE CAPE

LEAVES KHARTOUM FOR JUBA

(THROUGH REUTER'S AGENCY.)

LONDON, Nov. 2.

A message from Khartoum states that Miss Peggy Salaman, the aviatrix, who is flying from London to the Cape in a Puss-Moth, has left there for Juba.

R.A.F. LONG-DISTANCE FLIERS

LEAVE CAIRO FOR KHARTOUM.

(BRITISH WIRELESS SERVICE.)

Rugby, Nov. 2.
Squadron Leader Gayford and Flight Lieutenant Bell, who made a non-stop flight to Egypt last week, left Cairo to-day in their Fairy monoplane for Khartoum.

ARMAMENT TRUCE.

ARGENTINE AGREES TO YEAR'S HOLIDAY

(THROUGH REUTER'S AGENCY.)

LONDON, Nov. 2.

A message from Buenos Aires states that the Argentine has accepted the League proposal for a year's armaments truce.

LLOYD GEORGE'S PLEA FOR CO-OPERATION

"BETTER FOR THE UNDERDOG."

(THROUGH REUTER'S AGENCY.)

LONDON, Nov. 1.

A significant plea for co-operation between advanced Liberalism and Labour for common ends is made by Mr. David Lloyd George, in an interview with the *Manchester Guardian*, in which he declares there is a fruitful help of territory that Liberals, Labour and the progressive minds of all parties could cultivate together for years for the benefit of the nation.

Such co-operative movement, he says, will be "better business in the interest of the underdog, than that his genuine friends should be fighting each other to the death in their competing eagerness to give him first aid."

Labour must now realise that their area of recruitment and the recruiting conditions they impose are too narrow for them to become a truly National Party for at least a generation.

The interview concludes by pointing out that the Liberal and Labour proposals have much in common, and that the Liberals' large and practical programme has never been tried.

LACK OF RAIN AND E. RIVER.

DIFFICULTIES EXPERIENCED WITH NAVIGATION

(From Our Own Correspondent.)

Canton, November 2.
Owing to the lack of rain, shipping merchants are again experiencing difficulties of the East River. Many places along this waterway, especially the portion between Shekling and Waichow, hardly measure two feet in depth. Consequently steam launches and the larger sampans are obliged to transfer their cargoes and passengers to smaller watercraft to complete their journey. Several scores of big sampans are unable to make their way back to Canton for want of water. They are anchored in Po Tung, a centre of population on the upper part of the East River.

ROUND-TABLE CONFERENCE

LORD SANKEY'S REPORT UNDER CONSIDERATION

(BRITISH WIRELESS SERVICE.)

RUGBY, Nov. 2.

Consideration of Lord Sankey's draft report on the composition and powers of the chambers of the proposed Indian Federal Legislature has begun to-day in the federal structure committee of the Round Table Conference. The report contemplates a bicameral legislature with an upper house of 200 and a lower house of 300 members, states having forty per cent. of representation in former and thirty-three and three per cent. in latter. In the main, members of the upper house should be chosen to represent component units, and representatives of British Indian provinces should be elected by provincial legislatures by single transferable vote. The seats in the lower house should correspond as closely as possible with the population ratio, subject to certain adjustments.

Representation of Depressed Classes.

Special representation of landless interest in commerce and labour are contemplated. The report of the depressed classes and certain other special interests is not dealt with pending the decision of the minorities sub-committee. The report says that following common practice in empire constitution they should provide for oath of allegiance to be taken by members of legislature, on allotment of their seats.

Premier and the Conference.

The Prime Minister devoted considerable time this morning to the affairs of the Indian Conference, and had interviews with Lord Sankey, Chairman of the Federal Structure Committee, Sir Samuel Hoare, Secretary for India, the Aga Khan and Sir Tej Sapru.

PREMIER RESTING IN SCOTLAND

DECIDING CONSTITUTION OF NEW CABINET

(BRITISH WIRELESS SERVICE.)

RUGBY, Nov. 2.

The Prime Minister will go North to Loughborough to-morrow night for a few days' rest before the work of the Parliamentary Sessions begins on November 10. During the week-end he has been engaged on making selections for the new Cabinet, and has had consultations with his colleagues regarding this task.

It is understood that the Ministers chosen will be personal selections based on their suitability for their particular departments and their ability to work as part of a team. Although it has been usual that the Premier's principal lieutenant takes office as chancellor of the exchequer, and occupies official residence next to 10 Downing Street, it is generally believed that a departure from this practice will be made.

AUSTRALIAN CRICKET.

S. AFRICANS MAKE BETTER SHOW.

(THROUGH REUTER'S AGENCY.)

ADDELBURG, Nov. 2.

In the first innings of their match against South Australia, the South Africans scored 233, Balnoka 61. At the close of play South Australia had scored 9 runs for no wickets.

ECONOMIES IN ARMY TRAINING.

FIELD WORK REDUCED TO A MINIMUM.

(From Our Own Correspondent.)

The War Office announces that the economies in expenditure on the Army next year will necessitate the reduction to a minimum of the field training of the Regular Army. No divisions will be concentrated, and the training of all units of regular infantry brigades will be carried out generally in the vicinity of their peace stations.

Regular Army units of the Royal Artillery, except the anti-aircraft artillery, will in future attend artillery practice camps biennially instead of annually. Anti-aircraft batteries will continue to carry out firing practice annually, but the allotment of ammunition for the purpose will be reduced.

DEATH OF MR. A. J. COOK

MOVING SPIRIT OF THE GENERAL STRIKE

ENGLAND'S ONE "FULL BLOODED REVOLUTIONARY"

(THROUGH REUTER'S AGENCY.)

LONDON, Nov. 2.

The death is announced of the miners' leader, Mr. A. J. Cook.

[Arthur James] Cook was born in 1836 at Wookey, in Somerset. His father was a soldier with twenty-one years' service in the 51st Lancashire Fusiliers. A. J. Cook received his early education in an elementary school, passing later to the Central Labour College, where, in 1911, he won a two years' scholarship. He claims that he worked underground as a miner for twenty-one years, but in his spare time he served of the Rhondda U.D.C., and became a Governor of the County Schools.

As the Miners' Agent for the Rhondda district he was imprisoned in 1916 and 1921 for his part in various strikes and lock-outs. He was a member of the Executive, M.F.B.G. 1918 and served on three Government Coal Commissions. He was an International Government delegate to the coal Conference at Geneva, to which he was international secretary in 1924. But it was as Secretary of the Miners' Federation that he achieved notoriety.

Feted in Moscow.

Mr. A. J. Cook was probably the only Labour Leader of any prominence in England during the post-war period who could be called a full-blooded revolutionary. He visited Russia several times, was feted in Moscow, and expressed frank admiration for the Bolshevik regime.

A man of humble origin, who had fought his way up by passionate sincerity and great practical powers, it is impossible not to feel some sympathy with this man of real but most limited ability, and undoubted honesty. He (at) understood the grievances of his class, and particularly of the miners. But he had little constructive ability and he could see no one's point of view but his own. Very human was the variety he showed in meeting during the pre-strike negotiations in 1923, the Prime Minister, on even terms. Up to a point he found Mr. Baldwin helpful and sympathetic but the statesman and the agitator soon parted company, and he became too bad for the 'Tory leader.'

Alliance of All the Unions.

Mr. Cook's great plan was an alliance of all the Unions and a grand *coup d'etat*. Several times he failed and very bitterly did he blame his moderate colleagues. But 1899 was his year. He was the moving spirit of the Miners, Transport Workers and Railwaymen's alliance, and he carried the whole Trade Union Congress with him in defiance of the Government and in the calling of the General Strike. But the Government was ready, the Nation was against the Unions and the strike failed. Mr. Cook urged the miners to fight on. They fought and suffered, ruined themselves, their union and nearly brought the nation to bankruptcy, but in the end the strike collapsed. All Mr. Cook could offer was his clever slogan.

"Not a penny off the pay."
"Not a second on the day."

If had a certain *gamin* cleverness—perhaps symbols of the man.

In Failing Health.

Mr. Cook was hopelessly discredited. He remained Secretary of the Miners' Federation, but his power was broken. For about two years his health had been failing, and he had to have a leg amputated. The bitterness of the recent Labour defeat perhaps hastened this end.

Many fiery reformers in England gradually settle down to steady destructive work. Perhaps A. J. Cook might have developed greater balance had he ever known the discipline of Parliament. He has caused untold suffering in England and done more than any man to ruin a great cause, but over his own people he exercised real power for many years. But the people of England are hard-headed and he dwindled from a minister to a figure.

Sports News

INTERPORT PING-PONG.

MATCHES TO TAKE PLACE NEXT MONTH.

The ping pong tournament matches, run under the auspices of the Hong Kong Ping Pong League, have now been brought to a close and the prizes won during the competition will be given away by Mr. Ho Yu, the President of the League, at the Y.M.C.A. gymnasium on Thursday evening when a number of exhibition games will be played.

The prize winners are as follows:

Senior League.

1. Keung Wah Athletic Association.
2. South China Athletic Association.
3. Confucius Association.

Junior League.

1. Confucius Association.
2. South China Athletic Association "B".
3. Fukien Athletic Association.

Men's Open Singles.

1. Chan Ying Ding.
2. Lee Tat Hung.
3. Lee Chun Kai and Siu Siu Kau.

Ladies' Open Singles.

1. Miss Yeung Wai Ban.
2. Ko Lai Ngor.
3. Chu Kau Sun.

Regarding the Triangular Interport contest, arrangements are now being made for this to take place some time next month. It is reported that Canton will not be able to send a team to Hong Kong. While hoping that this interport event will be a triangular one, the League Committee have decided to make the contest between Hong Kong and Macao successful even if the visit of the Canton team cannot be arranged.

LOCAL HOCKEY.

CLUB SECONDS, LOSE TO RECREIO.

In a fast and interesting game on the Y.M.C.A. ground last evening, Club de Recreio beat the Hong Kong Hockey Club and XI by four goals to two.

The Portuguese lads were the faster of the two teams and thus held a decided advantage over their opponents. Scores in the first half, read 2-0 in favour of the winners and after the interval each side found the net twice.

Radio Sports v. Police.

The following will represent the Radio Sports Club in a friendly hockey match against the Police Hockey Club on the latter's ground at 5 p.m. to-day:—A. Spary, A. E. P. Guest, Parduman Singh, Chaitan Singh, Anna Singh, Surjit Singh, M. Hanib, Kalwant Singh, Gurbachan Singh, Afzar Singh, and F. A. Kemp. Reserves: Jaggeet Singh, B. S. Gill, Nojavee, Karnail Singh.

SHAMEN FOOTBALL.

"SEAMEW" HEADS LEAGUE TABLES.

The Lusitano Club figured in two matches in the Shamen Football League over the week-end when they played a drawn match with H.M.S. Seamew but were beaten when they had the "Moth" as their opponents.

In their match with H.M.S. Moth, they drew first blood and after the sailors had drawn level, they forged ahead again only to see the blue-jackets score two more goals to take the points.

The league tables, up-to-date, are as follows:—

	P	W	D	L	F	A	Pts
Seamew	2	2	2	1	11	7	6
Shamen S.C.	2	0	0	7	2	4	0
Moth	2	2	0	3	3	4	4
Tanantula	2	1	0	1	6	7	2
Cicla	0	0	2	5	8	2	0
Lusitano	2	0	1	1	3	4	1
Moorhen	2	0	1	1	3	1	1

GOLF.

RED CROSS COMPETITION RESULTS.

Mr. P. Morrison won the trophy presented by the Order of St. John of Jerusalem and the British Red Cross Society for the best return over the Fanning golf course during the week-end.

There were 62 entries, and the winner, with a handicap of 14, finished 1 up.

Other scores were:—
R. K. Hepburn (6) all square.
J. L. Dhoishear (9) ditto.
H. H. Pethick (18) ditto.
Col. Skinner (9) 1 down.

LADIES' TENNIS CHAMPIONSHIP.

FIRST ROUND RESULTS OF OPEN SINGLES.

The first round matches of the Ladies' Singles Championship have been concluded. The full results including those published previously are given below:

Mrs. K. M. Wood beat Miss L. Hutcheson 6-3, 6-2; Mrs. B. M. Kenney beat Mrs. Dook 6-2, 6-2; Mrs. R. M. James beat Miss D. Graham 6-3, 6-0; Miss Enid Lo beat Mrs. R. E. Tottenham 6-4, 6-4; Mrs. M. Tavish beat Mrs. M. Majendie 3-6, 8-6, 6-3; Mrs. Chiu Chun Chiu beat Miss G. Lo 6-4, 6-1; Miss Thomas beat Miss R. Perry 6-3, 4-6, 6-4. Mrs. Lockner having drawn a bye will meet Miss Thomas in the second round.

Coming to the King's

DADDY LONG LEGS

JANET GAYNOR
WARNER BAXTER

ESCAPED CONVICT RECAPTURED.

TRACED TO MACAO BY THE AUTHORITIES.

MAN WHO BROKE GAOL TWICE.

Having evaded arrest for a little more than two and a half months, Lo Luk Chong, who together with a companion escaped from Victoria Gaol on August 13, has been recaptured in Macao by the police of the Portuguese Colony. His companion, it will be remembered, was re-arrested by the police as far back as September 8 last.

Ever since the escape the local police authorities have left no stone unturned to effect the recapture of the prisoner, and all the neighbouring cities were warned of the possibility of a visit by the fugitive criminal. With the co-operation of the Macao police, the prisoner's hiding place was ferreted out and he was in all probability returned to Hong Kong to-day.

Lo Luk Chong had twice escaped from Victoria Gaol. In October, 1930, he escaped but was re-arrested on the following day in Belcher Street. His second escape, on August 13 with another man named Mak Kwai was not known until a report was made to the Police by Mr. P. Y. Lo, of the Bank of China. Mr. Lo was on his way to the Bank from his house in Sheller Street. Mr. Lo was walking down Old Bailey when he saw a rope thrown over the prison wall in Chancery Lane and then saw two men slide down the rope to gain the street.

Mr. Lo at first assumed that they were masons engaged in some work, but a red arrow which he observed on the khaki trousers of the men convinced him that they were prisoners. He gave chase at the time, but both men escaped. The prisoners in the course of their flight shed their khaki trousers, when it was noticed that they wore blue trousers underneath.

Mr. Lo then reported his experience at the Charge Room of the Central Police Station, when a message was at once sent to the gaol, where the escape was confirmed.

One of the prisoners was recaptured on September 8 and the present capture brings Lo Luk Chong back to the gaol for the third time. He was sentenced originally to a term of five years' imprisonment, having been convicted in 1925 in the Supreme Court. At the time of the escape in August, a reward of \$100 was offered by the police for the re-arrest of each of the fugitives.

FALSE PRETENCES.

HARD LABOUR FOR SANITARY BOARD CLERK.

Mok Sui Chi, a clerk in the employ of the Sanitary Board Office, was convicted by Mr. E. H. Williams at Central Magistrate's yesterday on two counts of obtaining money by false pretences and was sentenced to terms totalling three months' hard labour.

It will be recalled that the prosecution, in the course of the earlier hearings of the case, stated that the defendant had asked a pawnbroker for \$60 when the latter called at the Sanitary Board office in connection with having an illegal kitchen. It was further stated that the defendant called on the pawnbroker the following day and obtained a further \$10, alleging that the money was intended as a present for a European Inspector.

The defendant in the course of his evidence yesterday absolutely denied having taken the money, alleging that the pawnbroker had never called at the office but that only an assistant had called. He said the first time he saw the complainant was after his arrest.

In convicting the defendant, his Worship said: "I have not the slightest hesitation in saying that the defendant is telling lies. The complainant, considering the habit of Chinese witnesses in contradicting themselves, has given his evidence very well indeed. The defendant is guilty on both counts of receiving money by false pretences. Addressing the defendant, his Worship added: 'I think you have been very foolish in doing what you have done since it was bound to come out.'

Nothing was known about the defendant's past character, Senior Inspector Woods being unable to say anything on the point. The defendant had been in Government service for five years.

After his Worship had passed sentence, Mr. P.C.E. Bendall, for the defendant, asked his Worship to warn complainant about paying bribes in future. His Worship replied that he could not do that, but advised complainant not to pay any money to any person in the hope of having an illegal kitchen or any other thing that might be illegal, legalised.

TODAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme of Columbia records.

1 p.m.—Local time and weather report.

1.30 p.m.—Rugby Press news, mail notice, etc.

Relay of speech from Rotary Club. 11th—Mr. A. L. Shield, on "Fishing in Hong Kong."

2 p.m.—Close down.

3 to 8 p.m.—European programme of Columbia records.

5 to 5.14 p.m.—

Band Selections.

"The Voice of the Guns" (Alford).
"Triana" (Lopez).—The Reg. Band of H.M. Grenadier Guards.—3844.

"Second to None" (Ord Hume).
"El Abanico" (Javeloyes).—The Reg. Band of H.M. Grenadier Guards.—4066.

5.14 to 5.23 p.m.—

Hawaiian Music.

"Isle of Oahu."
"Walters of Waikiki"—Frank Ferrer (Steel Guitar).—3745.

"Dreamy Nights in Honolulu."
"The Farmer's Dream"—Frank Ferrer (Steel Guitar).—3744.

5.23 to 5.43 p.m.—

Octet.

"Carolina" (Raff arr. Sear).
"Melody in F" (Rubinstein arr. Sear).—The J. H. Squire Celeste Octette.—4164.

"Baby's Sweetheart" (Corri).
"Chanson" (Friml).—The J. H. Squire Celeste Octette.—3807.

5.43 to 6.24 p.m.—

Variety.

Band—"The Good Companions—Going Home."

Band—"The Good Companions—Slipping Round the Corner."

Debbey Somers Band.—C3300.

Vocal Duet—"Waiting for the Moon."

Vocal Duet—"Every Sunday Afternoon"—Layton and Johnstone.—3856.

Piano Solo—"Wagneria" (Airs from Wagner).

Piano Solo—"Chopinaria" (Airs from Chopin)—Clement Doucet.—4636.

Descriptive Duet—"The Laughing Policeman Up-to-date"—Charles Penrose and Kaye Connor.—5332.

Instrumental Duet—"A Blues Serenade"—Lee Ellis and Sid Bright.

Bazjo Solo—"Butterfingers"—Lee Ellis.—4029.

Song—"Come to the Cook-house Door."

Song—"The Skipper of the Mary Jane"—Harold Williams (Baritone).—4383.

7 p.m.—Stock quotations, mail notice, etc.

6.24 to 7.13 p.m.—

A Concert.

Piano Solo—"Country Gardens" (Grainger).

Piano Solo—"Shepherd's Hey" (Grainger).—Percy Grainger.—D1094.

Song—"Softly Awakes My Heart" (Saint-Saens).

Song—"Homing" (Salmon and del Riego).—Muriel Brunskill (Contralto).—3333R.

Violin Solo—"The Phantom Melody" (Ketalbey).

Violin Solo—"Algerian Scene" (Ketalbey).—Albert Sandler.—9803.

Chorus—"O Pensive Night" (German).

Chorus—"O Hush Thee, My Babe" (Sullivan).—The Salisbury Singers.—4296.

Piano Solo—"La Campanella" (Liszt).—Mischa Levitzki.—2993-M.

Song—"Till I Wake" (Woodford-Flinden).

Song—"The Kashmiri Song" (Woodford-Flinden).—Edgar Coyle (Baritone).—4685-R.

Cello Solo—"Sonata in G Major—Vivace" (Sammartini arr. Moffat).

Cello Solo—"Allegretto" (Boccherini-Kreisler).—Antoni Sala.—4255.

7.13 to 7.52 p.m.—

Orchestral.

"Paysage" (Hahn).
"L'Heure Exquise" (Hahn).—Jean Lensen and his Orchestra.—3011.

"Second Serenade" (Toselli arr. Gaelli).

"Chanson Hindoue" (Song of India) (Rimsky-Korsakov arr. Kreisler).—Jean Lensen and his Orchestra.—3010.

7.52 to 8 p.m.—Selections from the Opéras played on the organ and piano.

Organ Solo—"Frederica—O Maiden, My Maiden" (Lohar).

Organ Solo—"Frederica—Way-side Rose" (Lohar).—Quentin M. Maclean.—DB77.

Piano Solo—"Rosenkavalier—Fantasy on Love Themes" (Strauss arr. Grainger).—Percy Grainger.—DB28.

Organ Solo—"Ovalleria Rusticana—Intermezzo" (Mascogni).

Organ Solo—"Tales of Hoffman—Barcarolle" (Offenbach).—Telfance Casey.—DB130.

Piano Solo—"Rigoletto—Paraphrase" (Verdi arr. Liszt).—Jene Scharrer.—DB76.

8 p.m.—Local time and weather report.

(Continued on next Column.)

CHINA EXHIBITION.

OPENING ON THURSDAY AT THE CITY HALL.

Thursday is the first day of the China Exhibition which will be opened by His Excellency the Governor and Sir Shouson Chow. The opening ceremony will take place at 7.30 p.m. in the Theatre Royal, His Excellency making the opening speech in English and Sir Shouson Chow in Chinese.

The Exhibition offers a very tempting bait both to those who are already interested in "Things Chinese" and to those who are not so interested at present but who will be after they have visited the Exhibition. To those who are already lovers of Chinese art, the centre of attraction will be St. Andrew's Hall, where a representative collection of Chinese porcelain, bronzes and paintings will be shown. These exhibits are all lent by local collectors and the opportunity of seeing them is absolutely unique.

Those who are interested in Chinese Art, but who do not consider themselves experts, will find the lectures to be delivered by Rev. H. da T. Eyre on Thursday afternoon at 5.30 p.m., and by Mr. Li Hon on Friday afternoon at 6.00 p.m. most helpful. Mr. Bynor will speak on porcelain and Mr. Li King Hon on Chinese pictures; both lectures will be illustrated by reference to the actual exhibits.

In the crafts section, men will be seen at work, making fireworks, carving ivory, making lanterns and paper decorations, reeling silk, turning jade, carving blackwood, working in silver and brass, and making such everyday articles as rattan mats, leather dusters, bamboo hats, palm-leaf raincoats, and grass sandals.

At various times during the day, there will be lectures, demonstrations and tableaux in the Theatre Royal. Fairies' School will present a series of tableaux illustrating the ceremonies attendant upon the celebration of the 60th birthday on Thursday at 5.30 p.m. and on Friday at 5.30 p.m. A similar series of tableaux portraying the ceremonies connected with a Chinese wedding will be presented by St. Stephen's Girls' College at 6.15 p.m. on Thursday and at 5.45 p.m. on Saturday. The Young Cheung Girls' School will present a Chinese historical play "The Story of King Tai Shun" on Friday and Saturday at 6.30 p.m. On Saturday at 5.00 p.m. Mr. Pun In Tat will deliver a lecture on Chinese music illustrated with selections from various pieces.

In the evening, the principal attraction will be the fireworks display on the Murray Parade Ground. On Friday and Saturday, this is timed to commence at 9.00 p.m., but on Thursday the display will commence at 7.00 p.m. in order that children may have a better chance of seeing the show. Admission to the Exhibition, Crafts, Stalls, etc. is \$1 (Service men and children under 12—50 cts.). Admission to any lecture or display, 20 cts., to fireworks, 50 cts.

A patron's ticket admit to all parts of the Exhibition on all three days.

NO SLANDER IN SLEEP.

The Court of Chamnitz, in Saxony, has decided that a man cannot utter slander in his sleep, thus acquitting a Communist workman, who, according to his Social Democrat accuser, was heard to make unpleasant remarks about the late Chancellor, Herr Muller.

The workman went to sleep at a Communist meeting, but just as the speaker mentioned the death of Herr Muller he roused himself sufficiently to let out a stream of oaths. The Social Democrats considered the Republic insulted.

8.3 to 11.30 p.m.—Relay from K. Shing Theatre.

10.30 p.m.—Rugby mid-day Press news.

11.30 p.m.—Close down.

All records in the above European programmes are supplied by Messrs. Anderson Music Co.

THIS WEEK

"CHINA" EXHIBITION

IN THE CITY HALL

THURSDAY, FRIDAY AND SATURDAY

DAILY FROM 3 TO 9.

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THURSDAY AT 7 P.M.

FRIDAY AND SATURDAY

AT 9 P.M.

ADMISSION ... 50 Cents.

RECLUSE'S ESTATE INQUIRY.

FORTUNE LEFT TO POOR BOX.

Legal experts from London arrived on the Riviera to investigate the estate of the British recluse, John Alfred Deinan, who died in January, 1930, at Nice, leaving

\$70,000 for London police court poor boxes.

When the estate was proved, stocks and shares worth \$100,000 were found in a United States bank at Nice. A claim was made to them by Mr. Joseph Haint, a banker, but he died later in Egypt. The legal experts hope to establish the Public Trustee's legal ownership of the estate.

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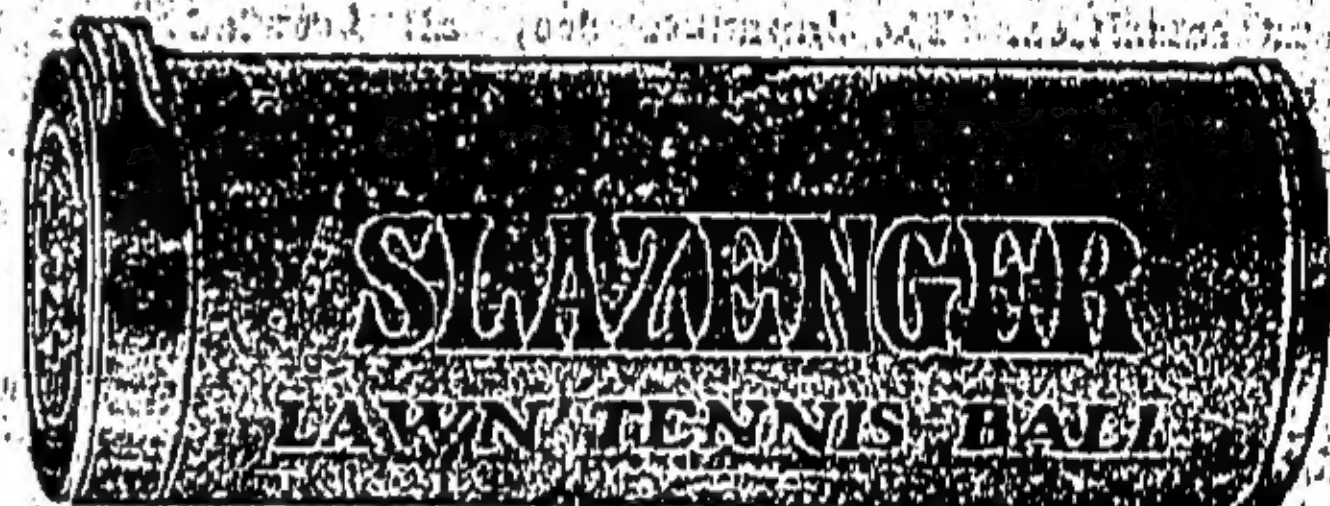
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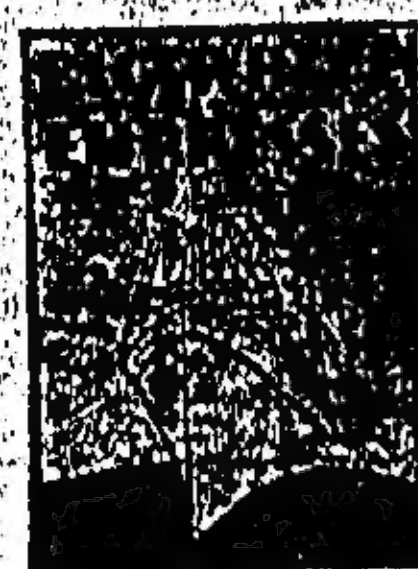
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50% OFF RETURN PORTION.

Emp. of Japan	Emp. of Asia	Emp. of Canada	Emp. of Russia	Emp. of Japan	Emp. of Asia	Emp. of Canada	Emp. of Russia
Nov. 7	Nov. 10	Nov. 10	Nov. 10	Nov. 10	Nov. 10	Nov. 10	Nov. 10
Nov. 20	Nov. 23	Nov. 24	Nov. 24	Nov. 24	Nov. 24	Nov. 24	Nov. 24
Dec. 8	Dec. 8	Dec. 10	Dec. 12	Dec. 12	Dec. 12	Dec. 12	Dec. 12
Dec. 18	Dec. 21	Dec. 22	Dec. 24	Dec. 24	Dec. 24	Dec. 24	Dec. 24
Jan. 2	Jan. 5	Jan. 5	Jan. 5	Jan. 5	Jan. 5	Jan. 5	Jan. 5
Jan. 17	Jan. 17	Jan. 17	Jan. 17	Jan. 17	Jan. 17	Jan. 17	Jan. 17
Feb. 3	Feb. 3	Feb. 3	Feb. 3	Feb. 3	Feb. 3	Feb. 3	Feb. 3
Feb. 13	Feb. 13	Feb. 13	Feb. 13	Feb. 13	Feb. 13	Feb. 13	Feb. 13
Mar. 3	Mar. 3	Mar. 3	Mar. 3	Mar. 3	Mar. 3	Mar. 3	Mar. 3
Mar. 13	Mar. 13	Mar. 13	Mar. 13	Mar. 13	Mar. 13	Mar. 13	Mar. 13
Mar. 23	Mar. 23	Mar. 23	Mar. 23	Mar. 23	Mar. 23	Mar. 23	Mar. 23
Apr. 3	Apr. 3	Apr. 3	Apr. 3	Apr. 3	Apr. 3	Apr. 3	Apr. 3
Apr. 13	Apr. 13	Apr. 13	Apr. 13	Apr. 13	Apr. 13	Apr. 13	Apr. 13
Apr. 23	Apr. 23	Apr. 23	Apr. 23	Apr. 23	Apr. 23	Apr. 23	Apr. 23
May 3	May 3	May 3	May 3	May 3	May 3	May 3	May 3
May 13	May 13	May 13	May 13	May 13	May 13	May 13	May 13
May 23	May 23	May 23	May 23	May 23	May 23	May 23	May 23
June 3	June 3	June 3	June 3	June 3	June 3	June 3	June 3
June 13	June 13	June 13	June 13	June 13	June 13	June 13	June 13
June 23	June 23	June 23	June 23	June 23	June 23	June 23	June 23
July 4	July 4	July 4	July 4	July 4	July 4	July 4	July 4

HONG KONG-MANILA

EMPEROR OF ASIA ... 12 Nov.
EMPEROR OF CANADA ... 27 Nov.

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TAIYO MARU ... Wednesday, 24th Nov.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HIYE MARU ... Tuesday, 3rd Nov.

HEIAN MARU (Osaka direct) ... Tuesday, 10th Nov.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

via Singapore, Penang, Colombo & Suez.

KASHIMA MARU ... Saturday, 14th Nov.

YANUKUJI MARU ... Friday, 4th Dec.

SYDNEY & MELBOURNE via Manila & Ports

KITANO MARU ... Saturday, 21st Nov.

ATSUTA MARU ... Saturday, 28th Dec.

BOMBAY via Singapore, Penang & Colombo.

IYO MARU ... Wednesday, 11th Nov.

TOTTORI MARU ... Thursday, 20th Nov.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINYO MARU ... Wednesday, 25th Nov.

NEW YORK, BOSTON via PANAMA.

TAKAKA MARU ... Thursday, 10th Dec.

LIVERPOOL via Port Said, Suez, Constantinople,

Genoa & Marseilles.

TOYOOKA MARU ... Sunday, 16th Nov.

CAIRO via Singapore, Penang & Rangoon.

MALACCA MARU ... Saturday, 7th Nov.

AKITA MARU ... Saturday, 14th Nov.

SHANGHAI, KOBE & YOKOHAMA.

CAIRO MARU ... Tuesday, 3rd Nov.

SUWA MARU ... Saturday, 14th Nov.

ATSUTA MARU (Nagasaki direct) ... Friday, 10th Nov.

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ANDRE LEBON ... 24th Nov.	G. METZINGER ... 25th Nov.
RELIX ROUSSEL ... 8th Dec.	SPRINT ... 26th Nov.
G. METZINGER ... 22nd Dec.	ROTHOS ... 23rd Dec.
SPRINT ... 8th Jan.	CHRONOCRAUX ... 6th Jan.
ROTHOS ... 19th Jan.	ATROS II ... 20th Jan.
CHRONOCRAUX ... 2nd Feb.	DARTAGNAN ... 3rd Feb.
ATROS II ... 16th Feb.	ANDRE LEBON ... 17th Feb.

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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 10,017 TONS.
THROUGH CARGO 24,226 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

Cargo for	Through	Port
British	1,718	1,718
Teintao	500	500
Chienan	425	425
Dairen	425	425
Chungking	—	900
Canton	—	900
Nanning	450	1,400
Shanghai	450	1,400
Cape St.	—	—
Columbia	2,000	3,000
Calcutta	2,000	3,000
New Mathilde	60	1,700
Hoihow	—	6,529
Dutch	—	9,112
Tjiondari	—	6,320
Batavia	—	6,320
Danish	—	7,200
Malaya	608	7,200
Copenhagen	608	7,200
Norwegian	—	2,700
Arden	—	2,700
Bangkok	2,700	—
Japanese	—	—
Celbes Maru	101	1,630
Nagoya	101	1,630
Unyo Maru	60	64
Koolung	—	1,634
Chinese	—	—
Chung On	10	—
Shanmei	—	—
Tak Hing	—	—
Autow	—	—
Total	10,017	24,226

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ending at 9 a.m. yesterday:—

Foehing (Br.) Teintao	6
Chienan (Br.) Dairen	11
Nanning (Br.) Shanghai	38
New Mathilde (Br.) Hoihow	67
Tjiondari (Dutch) Batavia	226
Arden (Nor.) Bangkok	10
Chung On (Chi.) Shanmei	40
Tak Hing (Chi.) Autow	55
Total	447

ARRIVALS AND DEPARTURES.

The arrivals and departures during the 24 hours ending at 9 a.m. yesterday were:—

Arr.	Dep.
British	6
Dutch	1
Danish	1
Norwegian	1
Japanese	3
Chinese	2
American	0
Total	13

CLEARANCES.

October 31.

Chian Lee, for Teintao.
Chungking, for Canton.
Halvard, for Saigon.
Holia, for Swatow.
Himalaya Maru, for Singapore.
Hopang, for Swatow.
Kaga Maru, for Shanghai.
Kifuku Maru, for Takao.
Kwangtung, for Amoy.
Mabell, for Bangkok.
Michael Jackson, for Swatow.
Michigan, for Manila.
Main, for Shanghai.
Naglan Maru, for Hongay.
Pres. Cleveland, for Shanghai.
Pres. Garfield, for Manila.
Pilana, for Singapore.
Ryujin Maru, for Karatsu.
Searia, for Miri.
Shantung, for Swatow.
Suiyang, for Canton.
Tjionhang, for Amoy.
Tonjer, for Canton.
Yingchow, for Foochow.

November 1.

An Lee, for Canton.
Deli Maru, for Canton.
Foehing, for Canton.
Golden Mountain, for Manila.
Kaying, for Swatow.
Kidderpore, for Shanghai.
Nanning, for Canton.
New Mathilde, for Whampoa.

November 2.

Borneo, for Whampoa.
Celbes Maru, for Singapore.
Chienan, for Canton.
Chungking, for Shanghai.
Chungking, for Tournane.
Defiance, for Keelung.
Hydrangea, for Swatow.
Malaya, for Shanghai.
Tjionhang, for Sorabaya.
Unyo Maru No. 3, for Manila.

SHIPS IN HARBOUR.

The following merchant vessels were in port yesterday:—

Wharves—China Merchants: Tai Poo Sok; Douglas Lapraik; Hai-ching.
Docks—Kowloon: Nellore, Yuan Jeng, Yunnan, Kwangtung, Limchow, Fingal, Hiram, Yei Maru, Wong Shek Kung, Taikoo, Sai On, Taiyo Maru, Cosmopolitan, Kai-poi.
Buys—A1 Defiance, A2 Kidderpore, A3 Tjiondari, A4 Hye Maru, A5 Malaya, A6 Celbes Maru, A7 Anama Maru, A8 Yanting, A9 Chienan, B1 Arden, B2 An Lee, B3 Hironde, B4 Antung, B5 Suiyang, B6 Suiyang, B7 Cape St. Colump, C1 Chungking, C2 Chungking, C3 Haydro, C4 Kitani Maru.

STEAMERS' MOVEMENTS.

The P. & O. s.s. Rajputana left Singapore for this port on November 1 at 7 a.m. with the outward English mails, and is due here on the 6th inst. at about 4 p.m.
The P. & O. s.s. Allipore left Shanghai for this port on November 1 at 5 a.m., and is due here on the 4th inst. at about noon.
The Ben Line s.s. Benlomond from London and Straits is due to arrive here on November 8.

FIRE IN NEW LINER.

Belfast, October 5.—Belfast Fire Brigade were occupied for several hours yesterday with an outbreak in the Nelson liner being built by Harland and Wolff in substitution for the Highland Hope, which was wrecked off the Portuguese coast.

A quantity of granulated cork in a hold caught fire, and the intense heat in the confined space, together with the inaccessibility made the fire fighters' task extremely difficult. Opening was made in the sides of the hold and through bulkheads to admit men with hoses.

SIX DAYS WITHOUT FOOD.

A gold medal awarded by the United States Government was at Liverpool presented to Mr. Harry Galway, wireless operator of the London steamer Pentwyn for the part he took in the rescue of the crew of two of a motor fishing boat off Miami, Florida.

As a last desperate effort to attract attention the men, when sighted, were burning a shirt dipped in petrol set on fire by the ignition of the motor as they had been without food, and had only been sustained by drinking red wine.

U.S. SHIPPING LINES NEGOTIATION.

TIME LIMIT EXTENDED UNTIL NOVEMBER 2.

Washington, Oct. 23.—Mr. T. V. O'Connor, the Chairman of the United States Shipping Board, announced to-day that the board has extended until November 2 the period allowed for the Dawson, Chapman, Dollar and Roosevelt International Mercantile Marine Corporation interests to complete their negotiations for an agreement providing for the joint control of the United States Lines.

For months the rival shipping concerns have been working toward an agreement under which the vessels of the United States Lines, now plying the north Atlantic with the steamship Leviathan as their flagship, will be kept in service.

WARSHIPS IN PORT.

BERTHING OF UNITS OF THE FLEET.

The following warships are in port:—

H.M.S. Bruce.
Basin—H.M.S. Tamar.
North Wall—H.M.S. Marston.
East Wall—H.M.S. Ships Cicala, Sepoy, Somme and Magnolia.
North Arm—H.M.S. Herwick.
West Wall—H.M.S. Medway and Submarines.
In Dock—H.M. Submarine Perseus, Olympus and H.M.S. Tarentula.
Kowloon—H.M.S. Seraph.
Buoy No. 7—H.M.S. Sandwich.
Buoy No. 10—H.M.S. Sterling.
Buoy No. 11—H.M. Ships Stormcloud and Sirdar.
Buoy No. 12—H.M.S. Serapis.
Foreign—French despatch vessel Crotone; Portuguese river gunboat Macau and Chinese transport Fook On.

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Steamship	Tons	From Hongkong (about)	Destination
"ALLIPORE"	5,800	4th Nov.	Rangoon, Colombo, Bombay & Karachi
"NAIDERA"	16,000	7th Nov.	Bombay, Marseilles and London
"KASHMIR"	16,000	14th Nov.	Bombay, Marseilles & London
"KIDDERPORE"	16,000	14th Nov.	Bombay, Marseilles & London
"RAJPUTANA"	17,000	5th Dec.	Bombay, Marseilles & London
"CORFU"	16,000	18th Dec.	Bombay, Marseilles & London
"SOMALI"	6,800	25th Dec.	Mars. Havre, Lyons, H'g.
			R'dm, A'warp, & Hull
			1932
"RAWALPINDI"	17,000	2nd Jan.	Bombay, Marseilles and London
"KASHMIR"	16,000	19th Jan.	Mars. Havre, Lyons, H'g.
"KIDDERPORE"	16,000	30th Jan.	Bombay, Marseilles & London
"KASHMIR"	16,000	13th Feb.	Bombay, Marseilles & London
"NAIDERA"	16,000	27th Feb.	Bombay, Marseilles & London
"SOMALI"	6,800	5th Mar.	Mars. Havre, Lyons, H'g.
"CARTRAGE"	15,000	12th Mar.	Mars. Havre, Lyons, H'g.
"RAJPUTANA"	17,000	28th Mar.	Bombay, Marseilles and London
"CORFU"	16,000	9th Apr.	Bombay, Marseilles and London
"RAWALPINDI"	17,000	23rd Apr.	Bombay, Marseilles and London
"KASHMIR"	16,000	7th May	Bombay, Marseilles and London
"CORFU"	16,000	21st May	Bombay, Marseilles and London

* Cargo only. † Calls Calcutta. ‡ Calls Djibouti.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TALMA"	10,000	17th Nov.	Singapore, Penang & Calcutta
"TAKADA"	7,000	25th Nov.	do.
"SINDHANA"	8,000	10th Dec.	do.
"TILAWA"	10,000	24th Dec.	do.

B.I.—Apcar Line Steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"TANDA"	7,000	2nd Dec.	Malacca, Rangoon, Brisbane, Sydney and Melbourne
"NANKIN"	7,000	30th Jan.	do.
"NELLORE"	7,000	30th Jan.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia to the following:—

The Union, S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

*TAKADA	7,000	6th Nov.	Amoy, Sh'hai, Moji, Kobe & Osaka
*RAJPUTANA	17,000	8th Nov.	Sh'hai, Kobe & Yokohama
*KHEIVA	9,000	8th Nov.	Shanghai, Moji & Kobe
*OMALI	6,800	14th Nov.	Sh'hai, Kobe & Yokohama
*SINDHANA	8,000	20th Nov.	Amoy, Moji, Kobe & Osaka
*CORFU	16,000	30th Nov.	Sh'hai, Kobe & Yokohama
*KEYBER	9,000	28th Nov.	Sh'hai & Kobe
*TILAWA	10,000	4th Dec.	Amoy, Moji, Kobe & Osaka
*RAWALPINDI	17,000	4th Dec.	Sh'hai, Kobe & Yokohama
*NANKIN	7,000	7th Dec.	Sh'hai, Moji, Kobe, Osaka & Y'ham
*SANTHIA	6,800	18th Dec.	Amoy, Moji, Kobe & Osaka
*KARMAIA	8,000	18th Dec.	Sh'hai, Moji, Kobe & Y'ham
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*CHITRAL	15,000	1st Jan.	Shanghai, Kobe & Yokohama
*TALMA	10,000	3rd Jan.	Amoy, Moji, Kobe & Osaka
*NELORE	7,000	4th Jan.	Sh'hai, Moji, Kobe, Osaka & Y'ham
*KALYAN	9,000	9th Jan.	Sh'hai & Kobe
*AKADA	7,000	15th Jan.	Amoy, Moji, Kobe & Osaka
*KASHMIR	16,000	15th Jan.	Sh'hai, Moji, Kobe & Yokohama
*KORFAN	6,800	23rd Jan.	Shanghai, Kobe & Yokohama
*KALDERA	16,000	23rd Jan.	do.
*CARBUTHA	10,000	13th Feb.	do.
*RAJPUTANA	17,000	23rd Feb.	do.

